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# Hongkong Daily Press

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Hong Kong's Only European Optician  
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Manager: - JAMES A. COOPER, F.R.S.E.  
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No. 21,962 號式拾陸百玖仟壹萬式第 日式廿月拾辰戊 HONG-KONG, MONDAY, DECEMBER 3rd, 1928. 壹拜禮 日叁月式拾年八廿百九仟壹英 PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY. TIME-TABLE.

| UP TRAINS    |       |       |       |       |       |       |       |       |       |        |        |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| STATIONS     | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | No. 6 | No. 7 | No. 8 | No. 9 | No. 10 | No. 11 |
| Kowloon Dep. | 8.40  | 8.05  | 8.30  | 9.05  | 9.35  | 10.00 | 10.30 | 11.00 | 11.30 | 12.00  | 12.30  |
| Yamoi Dep.   | 8.45  | 8.10  | 8.35  | 9.10  | 9.40  | 10.10 | 10.40 | 11.10 | 11.40 | 12.10  | 12.40  |
| Shatin Dep.  | 7.01  | 7.26  | 7.51  | 8.26  | 8.51  | 9.26  | 9.51  | 10.26 | 10.51 | 11.26  | 11.51  |
| Taipei Dep.  | 7.15  | 7.40  | 8.05  | 8.40  | 9.05  | 9.40  | 10.05 | 10.40 | 11.05 | 11.40  | 12.05  |
| Taipei Arr.  | 7.20  | 7.45  | 8.10  | 8.45  | 9.10  | 9.45  | 10.10 | 10.45 | 11.10 | 11.45  | 12.10  |
| Shatin Arr.  | 7.30  | 7.55  | 8.20  | 8.55  | 9.20  | 9.55  | 10.20 | 10.55 | 11.20 | 11.55  | 12.20  |
| Yamoi Arr.   | 7.40  | 8.05  | 8.30  | 9.05  | 9.35  | 10.00 | 10.30 | 11.00 | 11.30 | 12.00  | 12.30  |
| Canton Arr.  | 12.05 | 11.30 | 11.55 | 12.20 | 12.45 | 13.10 | 13.40 | 14.10 | 14.40 | 15.10  | 15.40  |

| DOWN TRAINS  |       |       |       |       |       |       |       |       |       |        |        |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| STATIONS     | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | No. 6 | No. 7 | No. 8 | No. 9 | No. 10 | No. 11 |
| Canton Dep.  | 8.10  | 8.35  | 9.00  | 9.30  | 10.00 | 10.30 | 11.00 | 11.30 | 12.00 | 12.30  | 13.00  |
| Yamoi Dep.   | 8.15  | 8.40  | 9.05  | 9.35  | 10.05 | 10.35 | 11.05 | 11.35 | 12.05 | 12.35  | 13.05  |
| Shatin Dep.  | 7.30  | 7.55  | 8.20  | 8.50  | 9.20  | 9.50  | 10.20 | 10.50 | 11.20 | 11.50  | 12.20  |
| Taipei Dep.  | 7.40  | 8.05  | 8.30  | 9.00  | 9.30  | 10.00 | 10.30 | 11.00 | 11.30 | 12.00  | 12.30  |
| Taipei Arr.  | 7.45  | 8.20  | 8.45  | 9.15  | 9.45  | 10.15 | 10.45 | 11.15 | 11.45 | 12.15  | 12.45  |
| Shatin Arr.  | 7.55  | 8.20  | 8.45  | 9.15  | 9.45  | 10.15 | 10.45 | 11.15 | 11.45 | 12.15  | 12.45  |
| Yamoi Arr.   | 8.05  | 8.30  | 8.55  | 9.25  | 9.55  | 10.25 | 10.55 | 11.25 | 11.55 | 12.25  | 12.55  |
| Kowloon Arr. | 8.15  | 8.40  | 9.05  | 9.35  | 10.05 | 10.35 | 11.05 | 11.35 | 12.05 | 12.35  | 13.05  |

For First Class Passengers Only. Will Stop at Any Station on Request.  
SUNDAY AND PUBLIC HOLIDAYS.  
Further information may be obtained at the Railway Office, Kowloon,  
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R. BAKER, Manager.

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excepted).  
FROM MACAO: 8.00 A.M. "WING ON" (Sundays  
excepted).  
2.00 P.M. "WING ON" do. (Sundays  
excepted).

### MACAO RACE MEETING

SPECIAL EXCURSION TO MACAO.

On SUNDAY, THE 9TH DECEMBER

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Y 10.00 up in country districts.

| IN JAPAN                          |                                |                            |                            |
|-----------------------------------|--------------------------------|----------------------------|----------------------------|
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| KANAGAWA: KANAGAWA HOTEL          | MIYAZAKI: MIYAZAKI HOTEL       | OSAKA: OSAKA HOTEL         | YOKOHAMA: YOKOHAMA HOTEL   |
| OHUJENJI (Nippon): OHUJENJI HOTEL | MAIYUSHIMA: MAIYUSHIMA HOTEL   | SAITAMA: SAITAMA HOTEL     | YOKOHAMA: YOKOHAMA HOTEL   |
| KAMAKURA: KAMAKURA HOTEL          | MIYAJIMA: MIYAJIMA HOTEL       | OSAKA: OSAKA HOTEL         | YOKOHAMA: YOKOHAMA HOTEL   |
| KARUIZAWA: KARUIZAWA HOTEL        | MIYANOSHITA: MIYANOSHITA HOTEL | SAITAMA: SAITAMA HOTEL     | YOKOHAMA: YOKOHAMA HOTEL   |
| MIYAZAKI: MIYAZAKI HOTEL          | FOURTA HOTEL                   | SAITAMA: SAITAMA HOTEL     | YOKOHAMA: YOKOHAMA HOTEL   |
| IN TAIWAN (FORMOSA)               |                                |                            |                            |
| TAIPEI: TAIPEI HOTEL              | TAIPEI: TAIPEI HOTEL           | TAIPEI: TAIPEI HOTEL       | TAIPEI: TAIPEI HOTEL       |
| IN MANCHURIA                      |                                |                            |                            |
| CHANGCHUN: CHANGCHUN HOTEL        | CHANGCHUN: CHANGCHUN HOTEL     | CHANGCHUN: CHANGCHUN HOTEL | CHANGCHUN: CHANGCHUN HOTEL |
| QINJIN: QINJIN HOTEL              | QINJIN: QINJIN HOTEL           | QINJIN: QINJIN HOTEL       | QINJIN: QINJIN HOTEL       |
| QINJIN: QINJIN HOTEL              | QINJIN: QINJIN HOTEL           | QINJIN: QINJIN HOTEL       | QINJIN: QINJIN HOTEL       |
| QINJIN: QINJIN HOTEL              | QINJIN: QINJIN HOTEL           | QINJIN: QINJIN HOTEL       | QINJIN: QINJIN HOTEL       |

THE JAPAN HOTEL ASSOCIATION  
Care of Traffic Bureau, Department of Railways, Tokyo.

## PROBLEM FOR BRITISH RAIL- WAYS.

### MORE PRECAUTIONS.

#### EXTENSION OF AUTOMATIC CONTROL SYSTEM.

Additional safety measures are being introduced by British railway companies as a result of this year's sequence of accidents. Particular attention is being paid to that elusive human element, which has been proved to be the cause of a high percentage of the accidents.

Statistics show that in spite of recent happenings, railways provide the safest form of travel. The number of passengers killed in train accidents this year is 46, compared with 27 during the 1927. These figures are well above the yearly average, which now stands at 14, and for this reason it is important to analyse the causes of the accidents.

Of the 17 accidents in 1927, 11 were due to human error, of which six were due to failure of engine-men to obey or observe danger signals, one to failure of an engine-man to give effect to regulations, or misjudgment, while the four others were due to the failure of signmen to observe or give effect to regulations. Two of the three 1928 fatal accidents which have been investigated have been proved to have been due to human error.

#### Greater Precautions.

As a consequence, it is probable that a general instruction will be issued to all staffs to employ the utmost precaution in the observance of the rules and regulations.

A striking instance of the attention paid to the human element is afforded by the Great Western Railway Company, which has had only one passenger killed in 18 years. This Company is extending the automatic train control system, now in operation on its main line between Paddington and Reading and on certain branches. The system has been found to be specially valuable in the handling of traffic in foggy weather, since drivers are given audible warning of the position of the signals, whether visible or not.

The importance of this system may be gathered from the statement of Colonel Sir John Pringle in his report on accidents for last year, in which he says: "In five of the less important cases of collision it may be assumed that automatic train control would have prevented the accident."

The Railway Companies' Association yesterday pointed out that only one in 63 million passengers carried was killed last year. On the other hand, the number of fatal accidents on the roads of Great Britain for 1927 was 5,329, or an average of over 14 persons killed every day.

The L.M.S. call attention to the fact that in various published lists of railway accidents the casualties of that at Euston on April 30th are given as two killed and 24 injured. There was no one killed.

## AERODROME SITE FOR MANCHESTER.

### CITY COUNCIL'S APPROVAL.

MANCHESTER, Oct. 31st. The scheme for a Manchester aerodrome was advanced two stages towards realization to-day. This morning the General Purposes Committee of the City Council unanimously agreed to set aside the 160 acres of Chat Moss at Barton, which has been approved by Sir Sefton Brancker, the Director of Civil Aviation, as a suitable ground for an aerodrome to serve the civil aviation needs of the Manchester district. The land already belongs to the corporation. At the same time a special committee of nine members was appointed to investigate the financial aspect of the scheme. Later in the day these proceedings came before a special meeting of the City Council and were approved.

It is stated that the preparation of the site for its intended use will not cost, apart from the construction of buildings, more than £100. The Lord Mayor states that an immediate application will be made to the Air Ministry for a licence, and he hopes that the aerodrome will be in use before the end of the year.

## WONDER GROWTH OF BRITISH INDUSTRIES.

### LORD MELCHETT TELLS AMERICA.

High optimism as regards Great Britain's financial and economic position was expressed in New York last month by Lord Melchett, who was the principal speaker at a "Two Billion Dollars Dinner" given to pioneers of American industry. The seventeen hundred persons present, including Mr. Schwab (representing steel), Mr. Edison (inventions), Mr. Ford (motor-cars), Mr. Orville Wright (aviation), Mr. Julius Rosenwald (merchandise), Mr. Eastman (photography), and Mr. Firestone (rubber), represented the greatest gathering of financiers and industrialists at any dinner in America. Their combined wealth was estimated at 2,000 million dollars (\$200,000,000).

#### Great Impression.

Lord Melchett, who sailed for England in the Aquitania directly after the dinner, made a great impression on the industrial kings of America. He said:—

"I would like to say a word or two on Great Britain's industrial position. Our unemployment situation, serious as it is, is not one that causes me any undue concern. It is more remarkable to me that on that small island, densely populated as it is, we are employing to-day two million more people than we did before 1914. If you want to get a true picture, you must look to the facts that we are not only employing two million more people, but our whole standards of living are undoubtedly to-day on a much higher level than before the war."

"Our new industries are developing at a rapid speed. Our motor industry, artificial silk, gramophones—dozens of other industries which did not exist before the war—are daily growing in size and absorbing more labour."

"I have been asked to speak about Europe. I suppose because I come from England."

"But we are not Europeans. The British Empire is not in Europe. We look across the ocean to our far lands, to our kinsmen all over the world, to our possessions all over the world with our continuously growing markets for our goods and their goods."

#### Vexed Question.

"One outstanding feature yet of our economic difficulties is the vexed question of German reparations. I am an advocate of a system of finance. I believe a debtor is entitled to know what his ultimate obligation is going to be, in order to enable him to liquidate his liabilities. I hope future conferences may lay at rest this long controversial subject."

"America may or may not play a part, but one thing I beg you to do: If you do not wish to play a part do not get in the way. Our difficulties in Europe are great enough, but we feel we are competent to deal with European problems, although whenever an attempt is made in Europe to come together we always meet with suspicion and hostility on the part of people on this side of the ocean, who attribute all kinds of motives which never passed our minds."

## PHILIPPINES SUGAR INDUSTRY.

### AMERICAN DUTY ADVOCATED.

WASHINGTON, Nov. 21st.

Senator Reed Smoot of Utah to-day told President Coolidge that United States sugar producers cannot make a profit because of the competition of Philippine sugar imported to the United States free of duty.

He urged provision in the regular tariff bill to restrict imports duty free from the Philippines to only 350,000 tons a year, 150,000 less than provided by the Timberlake Bill.

Senator Smoot said that three-quarters of the Philippines production is backed by foreign capital, and suggested that it is unreasonable to grant tariff immunities which are not accorded foreign capital from other countries.

Later Smoot said:—"If the Philippines don't want this kind of restriction, I for one am willing to let them have their independence."

## DIARY OF EVENTS.

### To-day (December 3rd.)

Sale of Crown Land: Kowloon Inland Lots Nos. 2157, 2158 and 2151, 3 p.m.

Lecture: Helena May Institute. "Wireless" by Major Miles, 5.30 p.m.

Queen's Theatre: "The Better Ole."

World Theatre: "The Flag Lieutenant."

Star Theatre: "Blind Alleys."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Dinner Dance: St. Francis Hotel, 8 p.m.

Principal Mails:—Inward: Europe via Siberia (President Cleveland). Outward: Europe via San Francisco (President Lincoln), 5 p.m.; Europe via Siberia (Pres. Lincoln), 6 p.m.

### Tuesday (December 4th.)

Chinese Chamber of Commerce Meeting, 2.30 p.m.

Hockey: Y.M.C.A. 1st XI. v. K.O.S.B. and 2nd XI, 5 p.m.

Queen's Theatre: "The Better Ole."

World Theatre: "The Jazz Mad."

Star Theatre: "Man Power."

Tea Dance: H.K. Hotel, 4.30 p.m.

Dinner Dances: Lane, Crawford's Restaurant, King Edward Hotel, 8 p.m.

Principal Mails:—Outward: Europe via Marseilles (Andree Zebon), 1.30 p.m.

### Wednesday (December 5th.)

Fauling Hunt Meet, Sheung Shui Police Station, 2.30 p.m.

Property Sale: Lammet Bros. No. 172 Queen's Road East, No. 14 Cross Street and No. 20 Main Street, Sai Wan Ho, 3 p.m.

Football:—Mid-week League: Hung Kui School v. Chinese, P.W.D. Chinese v. Ewo Chinese, South China v. Police.

Queen's Theatre: "Ramona."

Star Theatre: "Man Power."

World Theatre: "The Jazz Mad."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Dinner Dances: St. Francis Hotel, 8 p.m.

### Thursday (December 6th.)

Hockey: Y.M.C.A. 2nd XI. v. Kai Tak R.A.F., King's Park, 3 p.m.

Y.M.C.A. Ladies Night, 9 p.m.

Queen's Theatre: "Ramona."

World Theatre: "Safety Last."

Star Theatre: "Across the Pacific."

Tea Dance: H.K. Hotel, 4.30 p.m.

Dinner Dance: St. Francis Hotel, 8 p.m.

### Friday (December 7th.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

Queen's Theatre: "Ramona."

World Theatre: "Safety Last."

Star Theatre: "Across the Pacific."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Dinner Dance: St. Francis Hotel, 8 p.m.

### PROFITS FROM COCKTAILS.

The second report of Cinzano Argentine and International Limited is the first to cover a full year, the previous report being for a period of less than eight months. The company was formed under Canadian laws last year to acquire shares in numerous companies engaged in the manufacture of this brand of vermouth in various countries. The dividend now announced on the issued Ordinary share capital of £201,285 is again at the rate of 7½ per cent, net earnings for the 12 months ended September 30th, having amounted to £114,555. After payment of Preference dividends amounting to £27,404, the earnings represent rather more than 8½ per cent on the paid-up Ordinary capital. The preliminary expenses are being written off by instalments, a further £10,000 being applied to this purpose for the past year. This item will then be reduced to £22,000. Reports as to the experience of the various subsidiary companies disclose fairly general progress.

## THE HONGKONG

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Hotel in the Colony, all Bed

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Hot and Cold Water, also

Telephone. All Trains pass in

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Rates in the Colony.

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## XMAS &amp; NEW YEAR HAMPERS

We beg to notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates—

## No. 1 HAMPER—\$38.

- |                                                        |                                     |
|--------------------------------------------------------|-------------------------------------|
| 1 Qt. Moot & Chislon Dry Imperial Champagne.           | 1 Qt. Superb Tawny Port.            |
| 1 Pt. Blackberry Brandy.                               | 2 Qts. St. Julien Claret.           |
| 1 Pt. D.O.M.                                           | 1 Qt. Old Brown Sherry, Black Seal. |
| 1 Qt. Martell's XXX Brandy.                            | 1 Qt. Puritan Old Tom or Dry Gin.   |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Qt. Burgundy, Burgoyne's.         |
|                                                        | 1 Phial Pomeranzen Bitters.         |

## No. 2 HAMPER—\$34.

- |                                                        |                                   |
|--------------------------------------------------------|-----------------------------------|
| 1 Qt. Guillewart Champagne.                            | 2 Qts. Tawny Dry Port.            |
| 1 Pt. D.O.M.                                           | 2 Qts. St. Julien Claret.         |
| 1 Qt. Burgoyne's Burgundy.                             | 1 Qt. Puritan Old Tom or Dry Gin. |
| 1 Qt. Martell's XXX Brandy.                            | 1 Qt. Vin de Paso Sherry.         |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranzen Bitters.       |

## No. 3 HAMPER—\$30.

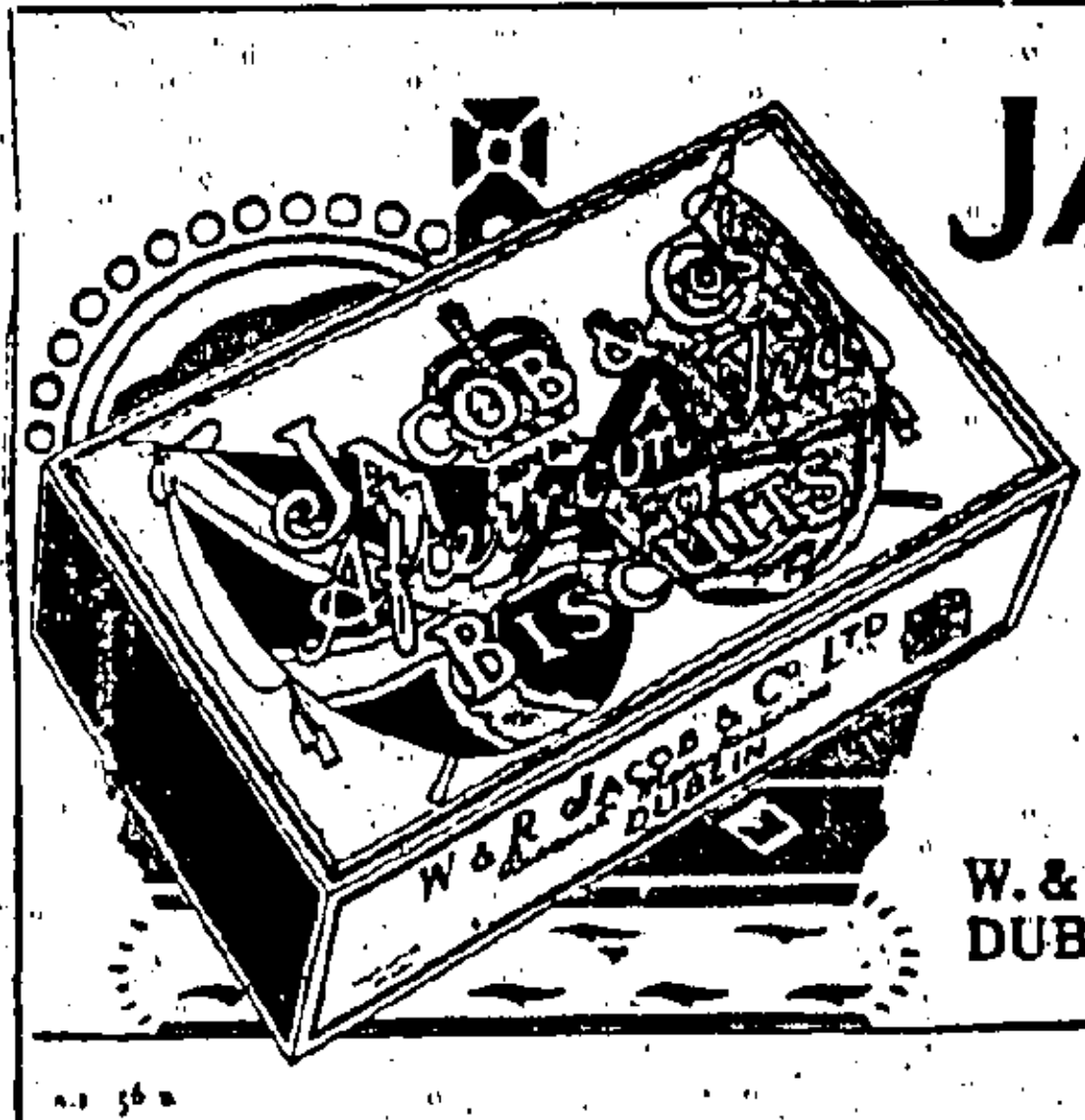
- |                                                        |                                   |
|--------------------------------------------------------|-----------------------------------|
| 1 Qt. Burgoyne's Burgundy.                             | 1 Qt. Engstrand's XXX Brandy.     |
| 1 Pt. Peppermint G.F.                                  | 1 Qt. Amontillado Sherry.         |
| 1 Pt. D.O.M.                                           | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. Superior Rich Old Port.                         | 2 Qts. Madoc Claret.              |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranzen Bitters.       |

Other Hampers made up to suit Customer's requirements.

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ROYAL  
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TEA  
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that makes tea-  
time a treat

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DUBLIN INELAND



Drink more  
Asahi Beer  
it is  
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and  
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The benefit of our knowledge and experience is at your disposal.

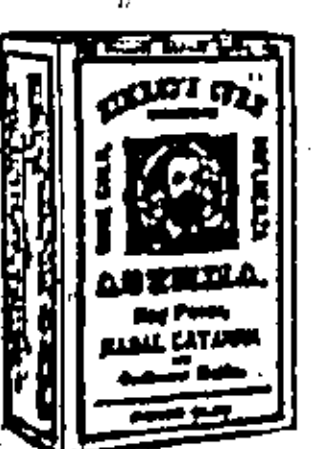
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PASTILLES  
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## Money and Markets

## HONG KONG SUGAR AND RICE MARKET.

Sugar:—The sugar harvest has been exceptionally good in Java and large quantities have been imported here. This has resulted in a fall in prices and the market is dull.

Rice:—Owing to the drought in South China, large shipments of rice have been transported to the Colony, and re-exported into Canton from Annam, Siam and other rice producing countries. In October 50 shiploads were received here and 29 last month. The rice market continues to be very active here.

Business transacted in the Hong Kong market, in rice and sugar on Saturday, included the following:

|                             |        |
|-----------------------------|--------|
| Red Butterfly, white Long   |        |
| Rice, 451 bags              | \$7.35 |
| Green Double Beach White    |        |
| Long Rice, 145 bags         | 7.92   |
| Flower Bottle White Long    |        |
| Rice, 150 bags              | 7.52   |
| Shung Hce White Long Rice,  |        |
| 250 bags                    | 7.02   |
| Mui Lan Fan White Long      |        |
| Rice, 180 bags              | 8.63   |
| Red Three Stars White Siam  |        |
| Rice, 211 bags              | 6.74   |
| Green Seal Rice, 300 bags   | 5.97   |
| Green Seal White Brand, 300 |        |
| bags                        | 3.35   |
| Red Seal White Glutinous    |        |
| Rice, 300 bags              | 7.35   |
| Red Seal Glutinous Brewer   |        |
| Rice, 104 bags              | 6.53   |
| Green Grapes White Rice,    |        |
| 250 bags                    | 8.52   |
| Blue Grapes White Rice, 250 |        |
| bags                        | 5.63   |
| Green Pearl White Rice, 200 |        |
| bags                        | 5.74   |
| Red Pearl White Brewer      |        |
| Rice, 319 bags              | 6.99   |
| Red Seal No. 2 White Broken |        |
| Rice, 300 bags              | 6.63   |
| Green Seal No. 2 Broken     |        |
| Rice, 150 bags              | 6.40   |
| Green Seal Glutinous Brewer |        |
| 274 bags                    | 6.74   |
| Black Seal White Brewer     |        |
| Rice, 677 bags              | 6.93   |
| Black Seal No. 1 White      |        |
| Broken Rice, 106 bags       | 6.63   |
| Black Seal No. 2 White      |        |
| Broken Rice, 100 bags       | 6.32   |
| Red Mok Kan White Rice,     |        |
| 345 bags                    | 8.15   |
| Black Mok Kan White Rice,   |        |
| 354 bags                    | 8.65   |
| Red Seal Glutinous Brewer   |        |
| Rice, 47 bags               | 9.13   |
| Red Peacock White Rice, 85  |        |
| bags                        | 9.17   |
| Red Seal No. 1 White Broken |        |
| Rice, 300 bags              | 6.90   |
| Green Seal White Brewer     |        |
| Rice, 241 bags              | 6.64   |
| Black Seal White Brand, 250 |        |
| bags                        | 3.05   |

## Sugar.

|                            |        |
|----------------------------|--------|
| Fine Granulated Sugar, 50  |        |
| bags                       | \$9.59 |
| Java Red Sugar, 1,000 bags | 6.08   |
| No. 18 Coarse Powdered     |        |
| Sugar, 500 bags            | 6.70   |
| No. 24 Coarse Powdered     |        |
| Sugar, 500 bags            | 7.20   |
| No. 28 Coarse Powdered     |        |
| Sugar, 500 bags            | 6.73   |

## CANTON COTTON YARN.

A telegram has been received from Shanghai by a Canton dealer in cotton yarn, to the effect that the quotations for fine yarn have risen by 4 taels per bale, though the other yarns have not been affected. On receipt of this telegram the Canton dealers increased their quotations by \$3 per bale.

Canton quotations in cotton yarn were yesterday as follows:—

|                       |          |
|-----------------------|----------|
| No. 42 Five Sons      | \$552.00 |
| Butterfly             | \$524.00 |
| Foon Hi               | \$520.00 |
| No. 32 Po Tap         | \$440.00 |
| Pine Deer             | \$422.00 |
| Tin Koon              | \$438.00 |
| Double Horse          | \$438.00 |
| No. 20 Golden City    | \$300.00 |
| Globe                 | \$328.00 |
| Ho Chao               | \$327.00 |
| Double Cheong         | \$327.00 |
| Tram Car              | \$315.00 |
| No. 16 Globe          | \$308.00 |
| Fu Kwai               | \$303.00 |
| No. 12 Golden City    | \$258.00 |
| Peacock               | \$258.00 |
| Tram Car              | \$277.00 |
| Pretty Dame           | \$272.00 |
| Aeroplane             | \$275.00 |
| No. 10 Sailing Vessel | \$277.00 |
| Golden City           | \$268.00 |
| Peacock               | \$272.00 |
| Lotus Bee             | \$268.00 |
| Five Lion             | \$261.00 |
| Double Lion           | \$260.00 |
| No. 6 Lion            | \$256.00 |
| Lion No. 2            | \$197.00 |
| Hut Hor               | \$274.00 |

## CANTON SILK TRADE.

## NEW YORK MARKET QUIET.

During the last fortnight business in silk in New York has been very quiet and only a few transactions have been made. In consequence no report has been received by the Canton dealers. Foreign buyers seemed unwilling to do any business under these circumstances.

In Canton the business done in silk on Saturday as follows:—

|                          |            |
|--------------------------|------------|
| 14, 16 raw silk, 20 bags | \$1,035.00 |
| 20, 22 raw silk, 50 bags | \$95.00    |
| 22, 24 raw silk, 50 bags | \$90.00    |
| 14, 16 raw silk, 20 bags | \$1,030.00 |
| 20, 22 raw silk, 25 bags | \$95.00    |
| 22, 24 raw silk, 25 bags | \$90.00    |

## COTTON TRADE AND EXPORT CREDITS.

## WHY THE FAR EAST IS EXCLUDED.

## BETTER SECURITY FOR THE BANKS.

Some misapprehension seems to have arisen in England in connection with the new arrangements made by the Export Credits Guarantee Department of the Department of Overseas Trade to facilitate the working of the export credits scheme because of a passage in the new form of contract reading, "Applications may be considered for all markets except at present Russia and (so far as textiles are concerned) India and the Far East."

It is explained that although this form of contract known as Contract B, is new, the exclusion of India and the Far East from its operation, so far from being new or in any way directed against the interests of the Lancashire cotton trade, has been a part of the scheme ever since it came into operation, and was decided upon as the result of representations by the Manchester Chamber of Commerce and other chambers interested in the exportation of textiles to those countries.

On November 9th, 1921, the Executive Committee of the China and Far East section and of the India section of the Manchester Chamber passed the following resolution:—

"That this meeting of the Executives of the China and Far East and the India sections of the Manchester Chamber of Commerce is of opinion that the export credits scheme at present before Parliament should not be extended to India, Ceylon, China, Hong Kong, and the other Far East markets in so far as it relates to yarns and textiles. Such extension

is not only unnecessary, but it would prove mischievous and harmful to the interests of traders in those markets, the existing financial facilities and highly organised banking arrangements being deemed amply sufficient to meet all the requirements of safe trading."

The Government decided to the wishes of the Chamber by making the exclusions asked for. In July, 1924, as a result of representations "from various quarters" the Department of Overseas Trade wrote to the Manchester Chamber asking for its views as to whether the time had not then arrived for extending the scheme to India, Ceylon, and the Straits Settlements. In its reply to this the Joint Committee of the Executive Committee of the two sections named stated that as far as the textile trade was concerned the commercial and financial situation was particularly strong, and the banks were "in a position to finance any sane trading scheme which may be brought to their notice."

Under these circumstances, the reply continued, my Committee are of opinion that the export credit scheme should not be extended as suggested, since it would be extremely unlikely that its operation in the markets concerned would lead to any helpful development of British trade. The only transactions which the Government would be likely to be asked to finance would be those which had proved unacceptable to the banks not because of any financial restrictions but rather in view of their unsatisfactory nature."

In conversation with a representative of the Manchester Guardian Mr. S. Judson, who has charge of the Manchester office of the Export Credits Guarantee Department, explained that the new contract had been submitted to the Manchester, as well as the London banks before its adoption and had been approved by them, and would certainly tend to facilitate trading. Under the old form of contract it was open to a banker to say to a customer, "Yes, you have cover, but suppose you fail in one or other of these technical details, and we are holders for value, where shall we be?" The first duty of a banker was to get unassailable security, and this new form of contract was an effort to give that to him.

Mr. Judson explained that the Manchester office was the first one to be established by the Department in the provinces, and added that in his opinion its establishment had been fully justified. It had only been in existence about six months. It was particularly useful because it gave an opportunity to Manchester and Lancashire firms in general to talk over their problems and proposals, and many people were now taking advantage of it, particularly in the textile and engineering industries, because except in the case of the Far East textiles were not excluded from the scheme.

## HONG KONG IMPORTS.

## MORE INQUIRY FOR PIECE GOODS.

The fortnightly Price Current and Market Report issued by the Hong Kong Chamber of Commerce on Saturday states:—

COTTON PIECE GOODS AND FANCY COTTON GOODS.—Enquiry for White and Grey Shirtings and Cotton Piece Goods in general is lacking. There is a small "spot" demand for Shirtings and Cotton Velvets, and deliveries of these articles have been fair. The anti-Japanese boycott still persists and trade in cheap Japanese cotton piece goods, including Prints, is practically at a standstill.

There has been more enquiry since our last report but with the exception of a sale of Black Twills very little has been brought to book. Cotton has again advanced and is now higher than for some considerable time.

Woolens.—A fair trade in Black Woolen Venetians has been done during the past two weeks. Bradford prices are hardening and this tends to check business. A few very low offers have been received for Woolens for July/August shipment, but no orders of importance have been placed as yet. Clearances have fallen off and it is estimated that only about 40 per cent. of this season's woolens have been delivered to date.

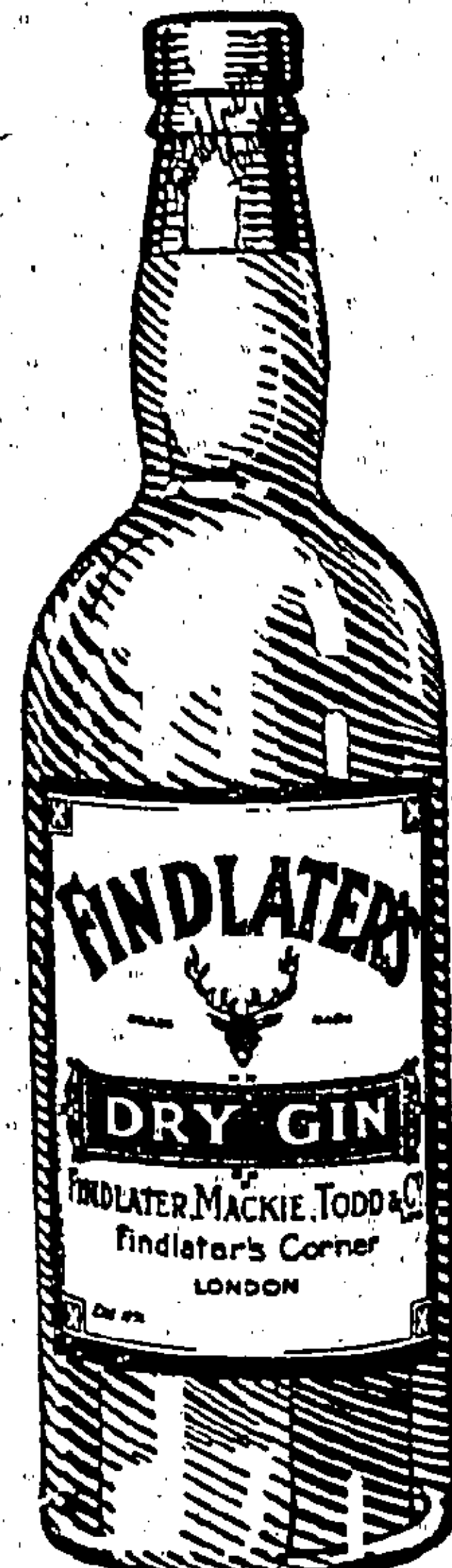
COTTON YARN.—During the interval market continued firm, but no business has been effected. Nominal quotations are as follows: No. 10s. \$170-182; No. 12s. \$180-195; No. 16s. \$195-200; No. 20s. \$200-210. Arrivals: 200 bales. Shipments: 500 bales. Bargins: 5,000 bales. Raw Cotton:—No. business to report.

METALS.—Market strong. Considerable stocks have arrived. Iron and Steel market has been one of the duller. No business. FLOUR REPAIR.—Stock: American, 280,000 bales; Canadian, 80,000 bags; Australian, 50,000 bags; total, 420,000 bags. Market: Firm. SIXPENCE.—Window Glass, re-dorted sales: Nil. Local dealers cannot meet prices in Europe.

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## HONG KONG STOCK EXCHANGE.

## CLOSING QUOTATIONS.

| DECEMBER 1st, 1928.       |                        |
|---------------------------|------------------------|
| B.K. Banks                | \$1,325 buy.           |
| Do, London                | \$1,394 nom.           |
| Chartered Banks           | \$222 buy.             |
| Mercantile Banks, A. & B. | \$234 nom.             |
| Do, C.                    | \$214 nom.             |
| P. & O. Banks             | \$241 buy.             |
| East Asia Bank            | \$311 buy.             |
| Canton Insurance          | \$375 buy.             |
| Union Insurance           | \$359 sel., 352 sa.    |
| North China Ins.          | Tls. 180 buy.          |
| Yangtze Insurance         | M. \$50 nom.           |
| China Underwriters        | \$23 sel.              |
| China Fire Insurance      | \$250 buy.             |
| Hong Kong Fire Ins.       | \$250 sel.             |
| Do, (new)                 | \$284 nom.             |
| H.K. Steamships           | \$282 buy.             |
| H.K. Tugs                 | \$140 sel.             |
| East China (Pref.)        | \$45 buy.              |
| Do, (Def.)                | \$724 buy.             |
| Shell Transport           | \$118 nom.             |
| Waterworks                | \$234 buy.             |
| Benguet                   | \$234 buy.             |
| Eastern Mining Admin.     | 75/4 nom.              |
| Langkat (combined)        | Tls. 11 nom.           |
| Do, (single)              | Tls. 64 nom.           |
| S'hai Explorations        | Tls. 230 buy.          |
| Shanghai Loans            | Tls. 3 buy.            |
| Ranb                      | \$54 buy.              |
| Tromb Mines               | \$176 nom.             |
| H.K. & W. Wharfs          | \$137 sel.             |
| H.K. & W. Docks           | \$137 nom.             |
| China Providents          | \$455 buy, \$10 sel.   |
| Hongkong                  | Tls. 156 buy.          |
| New Engineering           | Tls. 54 nom.           |
| Shanghai Docks            | Tls. 103 nom.          |
| Ewo Cottons               | Tls. 134 buy.          |
| Do, (1340 sel. & sa.)     |                        |
| Oriental Cottons          | Tls. 240 sel.          |
| S'hai Cottons (old)       | Tls. 64 buy, x div.    |
| Do, (new)                 | Tls. 514 buy, x div.   |
| H.K. & S. Hotels          | \$39 buy, 960          |
| Do, (new)                 | \$55 sa.               |
| H.K. Lands                | \$60 sel.              |
| Shanghai Lands            | Tls. 128 sel.          |
| Humphreys Estates         | \$151 sel.             |
| H.K. Realities            | \$84 sel.              |
| H.K. Tramways             | \$119.65 buy.          |
| Peak Trams (old)          | \$13 buy.              |
| Do, (new)                 | \$69.50 buy.           |
| Star Ferry                | \$674 sel.             |
| China Lights (old)        | \$12.40 nom.           |
| Do, (new)                 | \$12.30 nom.           |
| Do, (1928 issue)          | \$12.20 nom.           |
| H.K. Electric (old)       | \$53 buy, 53 1/2 sa.   |
| Do, (new)                 | \$511 buy.             |
| Macao Electric            | \$164 buy.             |
| Telephone                 | \$7.30 buy, cum rights |
| Do, (new)                 | \$6.70 buy, x rights   |
| Do, rights                | \$3 buy.               |
| China Buses               | Tls. 11 buy.           |
| Singapore Tractions       | 12/4 nom.              |
| Do, (Pref.)               | 19/3 sel.              |
| China Sugars              | 80 cts. buy.           |
| Malayan Sugars            | \$224 buy.             |
| Canton Loe                | \$34 buy.              |
| Cement (combined)         | \$34 buy, 9 sel.       |
| Do, (old)                 | \$31 sel.              |
| Do, (new)                 | \$150 sel.             |
| H.K. Ropes (old)          | \$7.50 nom.            |
| Do, (new)                 | \$7.55 nom.            |
| United Asbestos           | \$5 nom.               |
| Dairy Farms               | \$224 sel.             |
| Watuas                    | \$14 sel.              |

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## SAIGON RICE MARKET.

## ADVANCE IN PRICES.

The Compagnie de Commerce & de Navigation d'Extrême-Orient in their report dated Saigon, November 15th, 1928, state:—Paddy market is very firm with upward tendency. There is a good demand with few sellers, owing to scarcity of paddy supplies. Stocks in the interior being small, sellers are holding off in anticipation of higher prices.

During the last fortnight, our market ruled quiet but since a few days, owing to a good demand from Singapore and Hong Kong concurrently with enquiries from other ports, prices have jumped by 3 per cent. Sellers are reserved and prices are likely to advance further.

Broken market has slightly advanced, owing to enquiry from Java and Indian markets.

The total amount of rice exported from January 1st to October 30th, 1928, is 1,462,503.315 tons against 1,246,467.227 tons in 1927.

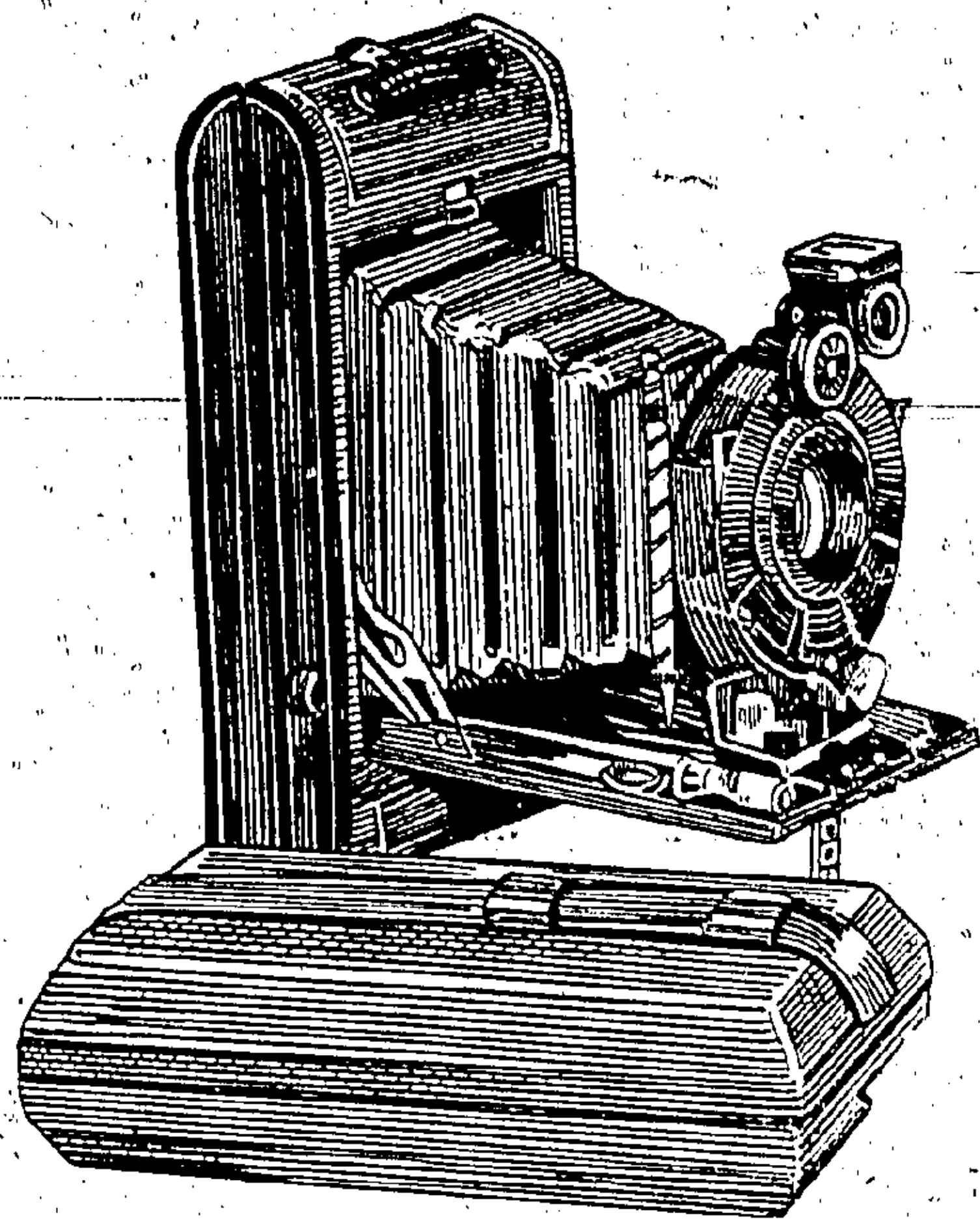
We quote to-day white Saigon rice No. 1 25 per cent. broken round grain: Hong Kong \$7.10 per picul of 134 lbs. f.o.b. Saigon; 12s. 4d. per cwt. f.o.b. Saigon; Yens 7.45 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted. Japan quality: Hong Kong \$6.85 per picul of 134 lbs. f.o.b. Saigon; 11s. 10d. per cwt. f.o.b. Saigon; Yens 7.45 per picul of 134 lbs. f.o.b. Saigon.

For November/December shipment.

|                         |                  |
|-------------------------|------------------|
| Der & Wings             | 80 cts. buy.     |
| Lane Crawford           | \$105 nom.       |
| Macintosh               | \$20 nom.        |
| Gilbert                 | \$24 buy.        |
| Wm. Powell              | \$25.50 buy.     |
| H.K. Amusements         | \$324 sel.       |
| H.K. Constructions      | \$11 nom.        |
| B'que Indus. G.S. Bonds | 60 1/2 buy.      |
| H.K. Govt. Loans        | 62 1/2 nom. sel. |





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established as  
supreme among  
cameras, now comes  
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VARIETY SHOW  
FILIPINO CIRCUS  
GLOBE OF DEATH  
JESSE ADAMS GIANT  
BERTIE WADE TATTOOED  
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SEA-PLANES, ETC., ETC.

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obscure byways of the nose, throat and chest,  
soothing the affected parts. Doctors strongly  
recommend them.

## EVANS' Pastilles

Made in England to the formula of the Liverpool  
Throat Hospital and sold by Chemists everywhere.

### "NO CHANGE."

DETAILED EXAMINATION BY  
DOCTORS.

#### KING'S CONDITION.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 30th.  
"His Majesty's condition shows  
no change this evening," states  
the bulletin issued from Bucking-  
ham Palace to-night.  
Sir Humphrey Rolleston joined  
Lord Dawson and Sir Stanley  
Hewett after the latter had been  
with the King for about an hour.  
The three examined in detail all  
the data, the records of the case,  
the temperature charts, the radio-  
graphs, and the results of the bac-  
teriological examination.

A high authority at the Palace  
told Reuter that the King was  
slightly, but distinctly, better,  
though at this stage of the illness  
the possibility of a setback could  
not be completely ignored. His  
Majesty has not yet reached the  
stage when it is possible to say  
that he is on the high road to  
recovery.

#### The Prince's Return.

The anxiety of the Prince of  
Wales to return to England from  
Dar-es-Salaam, where he is now  
impatiently awaiting H.M.S. *Enterprise*, which is making her way  
at full speed from Aden, is shown  
by an announcement made by the  
Admiralty to-day, by which the  
Prince may accelerate his journey.

*Enterprise* is expected to reach  
Dar-es-Salaam to-morrow night or  
Sunday morning. His Royal High-  
ness will embark at once for Suez,  
and it has been practically decided  
by the Prince to leave *Enterprise*  
at Suez, and proceed by train to  
Alexandria, where he will join  
another of His Majesty's ships,  
probably *Frithiof*, and proceed  
to Brindisi, Naples or Marseilles.  
Thence, he would travel overland  
to London.

It is stated from Dar-es-Salaam  
that the Duke of Gloucester is not  
expected to join H.M.S. *Enterprise*.  
Up to the present, it is not exactly  
known where he is; but he is believed  
to be somewhere between Aberdeen  
and Broken Hill in Rhodesia.

#### South Africa's Regret.

General Hertzog has telegraphed  
to the Prince of Wales express-  
ing the extreme regret of the  
South African Government at the  
sad circumstances compelling the  
cancellation of the Prince's visit  
to the Union and wishing His  
Royal Highness godspeed and a  
safe return. General Hertzog ex-  
pressed the sincere hope that the  
health of His Majesty will improve  
and that all cause for anxiety will  
soon be over.

The Prince of Wales has re-  
plied: "Deeply grateful for your  
telegram. Tell all the Union how  
keenly disappointed I am at having  
to postpone my second visit, to  
which I had been much looking  
forward."

#### FRANCE'S MANDATE IN SYRIA.

M. POINCARÉ'S SPEECH.

[THROUGH REUTER'S AGENCY.]

PARIS, Nov. 30th.  
An unexpected suggestion, made  
on the grounds of economy, was  
submitted to the Chamber of De-  
puties to-day in the form of a re-  
solution by the Socialists that  
France should surrender her man-  
date in Syria.

The Government regarded the  
motion seriously, and informed the  
Chamber that its rejection would  
be made a vote of confidence.  
M. Poincaré himself undertook  
the principal attack on the motion,  
and in a spirited speech, he ad-  
vanced the arguments that the pre-  
stige of France demanded that the  
should not relinquish the mandate  
at this stage, and that in good  
faith, and in the interests of  
France, they should carry out their  
promise of leading the Syrians to  
independence.

"Are you sure," M. Poincaré  
asked the Socialists, "that the new  
nation to which the mandate would  
be confided would show the same  
splendid disinterestedness as  
France?"

"Don't you fear that a Power of  
Imperialist tendencies might instal  
itself among peoples we protect?"  
"If I speak thus," added the  
French Premier, "it is because I  
am well-informed."  
The motion was defeated by 300  
votes to 200.

#### CHARFIELD TRAIN DISASTER.

DRIVER ACQUITTED.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 30th.  
Ernest Aldington (67), the driver  
of the express train which figured  
in the disastrous collision at Char-  
field last month, who was com-  
mitted for trial on a coroner's war-  
rant on a charge of manslaughter,  
was formally charged at the Wool-  
ton-under-Edge Police Court this  
morning.  
He pleaded not guilty and after  
a lengthy hearing, the charge was  
dismissed.

### BRITTEN'S INVITATION.

THE REPLY COURTEOUS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 30th.  
Despite yesterday's report from  
Washington that well-informed  
circles did not expect Mr. Baldwin  
to reply to Mr. Britten's proposal  
for a naval conference between  
British M.P.'s and members of the  
U.S. Naval Affairs Committee of  
the House of Representatives,  
Reuter understands that the  
Prime Minister's office has des-  
patched a friendly reply to the  
invitation.

The reply is stated to be in-  
spired by the same spirit which  
animates the invitation, and has  
been sent to the British Ambassa-  
dor, who is in the first instance  
communicating with the United  
States State Department.

#### ARMIES OF THE WORLD.

THE KELLOGG PACT.

[THROUGH REUTER'S AGENCY.]

ROME, Nov. 30th.  
An outspoken comment by Signor  
Mussolini, the Italian Dictator, on  
the subject of international arma-  
ments, is contained in a letter in  
which he congratulates General  
Cavallero, the former Under-  
Secretary for War, on his eleva-  
tion to the peerage.

Signor Mussolini declares that  
much remains to be done in the  
development of the Army "in view  
of the fact that despite the most  
sublime Kellogg Pact, the whole  
world including Mr. Kellogg's own  
country, continues to arm itself."

#### SIMON COMMISSION AT LUCKNOW.

EXAGGERATED REPORTS OF  
TROUBLE.

[THROUGH REUTER'S AGENCY.]

LUCKNOW, Nov. 30th.  
It is revealed by more detailed  
reports of the disturbance at  
Lucknow yesterday on the arrival  
of the Simon Commission, that the  
police did not use firearms, as  
reported yesterday, when forced  
to disperse the mob of unruly  
demonstrators.

The circumstances were much as  
related, the crowd getting out of  
hand, and attempting to rush the  
barriers. The Police ordered the  
mob to retire from their position  
near the railway station, and they  
responded by throwing bricks.  
The order was then given to dis-  
perse them, and the police charged  
with their batons. One boycotter  
was seriously injured in the en-  
suing fight, but the ringleaders  
mentioned yesterday, including  
Jawahar Lal, the Nationalist  
Secretary, and Mohan Lal, the  
son, received only minor injuries.  
The demonstrators were eventu-  
ally forced to retire, shouting  
"Simon Go Back."

The members of the Commission  
were warmly cheered by a large  
gathering, including many mem-  
bers of the "depressed classes" as  
they drove to Government House.

#### GENERAL SIR JOHN DUNOAN.

RETIREMENT ANNOUNCED.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 30th.  
Major-General Sir John Dunoan  
has announced his retirement from  
the Army.

[Maj.-General Dunoan, who until  
recently was in command of the  
Shanghai Expeditionary Force, was  
born in 1872, and has had a very  
distinguished military career. He  
entered the Army in 1891; Captain  
1895; Major 1910; served North  
Frontier, India, 1897-99 (medal  
with clasp); S. Africa (despatches,  
medal with five clasps, D.S.O.);  
Great War, 1914-18; served as  
G.S.O. 11th Division, Gallipoli;  
commanded 75th Infantry Brigade  
(1916-17), and later 22nd Division  
(1917-1919) in Macedonia; was  
Major-General, General Staff Army  
of Black Sea, April 1919-December  
1919 (despatches six times, C.M.G.,  
C.B., Bt.-Col., Maj.-Gen.); Grand  
Commander Order of Crown of  
Roumania, Grand Commander  
Order of Greek Redeemer, Grand  
Commander Crown of Italy, Com-  
mander Legion of Honour, Com-  
mander Servian White Eagle,  
French Croix de Guerre, Italian  
Croce di Guerra, Greek War  
Cross, passed Staff College; Brig.  
Major, Malta, 1902-3; General Staff  
Office, Army Headquarters, 1903-5;  
Westsex Division, 1907; Member of  
the Royal Company of Archers.  
Early in 1927 he brought out the  
Expeditionary Force to China.  
He was awarded the C.B. in  
1918; C.M.G., 1918; C.V.O. 1923;  
D.S.O., 1900. His regiment was  
the 1st Buffs, and he com-  
manded the 54th East Anglian  
Division.]

### "THE BETTER 'OLE."

"OLD BILL" ON THE  
SCREEN AT THE  
QUEEN'S.

THIS WEEK'S PROGRAMME.

[BY OUR FILM CRITIC.]

"The Better 'Ole," the film in-  
spired by Captain Bainsfather's  
famous cartoons of the war, is  
interesting chiefly because it shows  
how great a gulf there is between  
America and ourselves. Since Eng-  
lish producers have not had the  
savvy to make a film of "Old Bill"  
we cannot grumble at getting an  
Americanised version, but you will  
notice how Transatlantic the pro-  
duction is, not intentionally, I be-  
lieve, but because Bainsfather's  
English humour was incomprehen-  
sible to the director.

"Old Bill" is himself a cari-  
cature. Mr. Syd Chaplin has studied  
his pictured model but not the type  
which inspired the artist. His  
"Old Bill" is an American dressed  
up as a comic English Tommy.  
You can find many other instances  
of the same thing, but something  
of the Spirit of Bainsfather re-  
mains and the film is always amus-  
ing.

Perhaps the best episode is that  
of the horse in which "Bill" and  
his friend are seen in order to per-  
form at a theatrical show given by  
their company. When the signal  
for retreat is given suddenly, Bill  
and Alf are forgotten and they  
have a great time scaring the Ger-  
man's out of their wits. Bill's  
scene when dressed up as a German  
he has to wait at table on the  
enemy general is also full of de-  
lightful situations.

"The Better 'Ole" is well con-  
structed and there was plenty of  
laughter at the Queen's yesterday.  
All the cast act well, and there are  
a number of amusing situations  
which are quite fresh; certainly it  
is a film to see and enjoy.

#### THE FILMS THIS WEEK.

Queen's.

To-day and to-morrow—"The  
Better 'Ole."  
Wednesday to Saturday—Dolores  
del Rio in "Ramona," a story of  
early days in California.

World.

To-day—"The Flag Lieutenant,"  
an interesting and exciting British  
production telling a story of naval  
warfare and adventure.  
To-morrow and Wednesday—  
"Jazz Mad," The life story of a  
musician with Jean Hersholt and  
Marion Nixon.  
Thursday to Saturday—Harold  
Lloyd's most famous picture "Safety  
Last."

Star.

To-day—"Blind Alleys," Thomas  
Meighan and Greta Nissen in a love  
story in a city.  
To-morrow and Wednesday—  
"Man Power," a thrilling story  
with Richard Dix and Mary Brian,  
in which there are some excellent  
photographic effects.  
Thursday to Saturday—"Across  
the Pacific," a story of the Spanish-  
American war in the Philippines,  
with Myrna Loy and Monte Blue.

#### BRITISH VESSEL IN DISTRESS.

STEAMERS STANDING BY.

[THROUGH REUTER'S AGENCY.]

VANCOUVER, Nov. 30th.  
The owners of the *Chief Maguilla*  
have received a wireless message  
giving the position of the vessel  
as 2,000 miles from the coast, and  
stating that the liner *Montreal*  
and the cargo boats *Atlantic*  
and *Tycoon* are standing  
by.

#### EXCHANGE RATES.

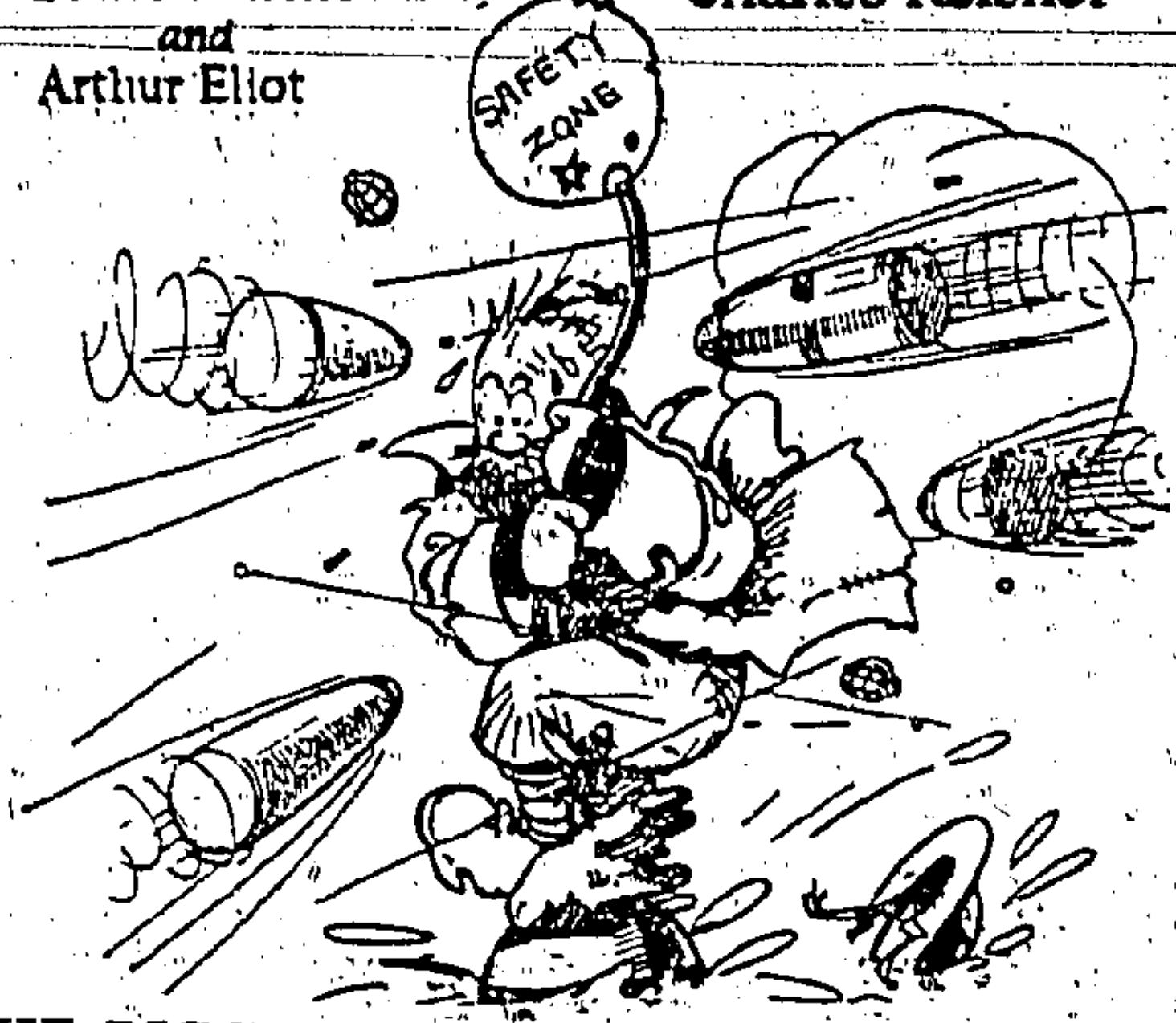
[BRITISH WIRELESS SERVICE.]

| RUGBY, Dec. 1st. |              |
|------------------|--------------|
| Paris            | 124.10       |
| New York         | 48.5/32      |
| Brussels         | 34.89        |
| Geneva           | 25.18        |
| Amsterdam        | 12.07 1/2    |
| Milan            | 92.55        |
| Berlin           | 20.35        |
| Stockholm        | 18.14        |
| Copenhagen       | 18.19        |
| Oslo             | 18.19        |
| Vienna           | 34.505       |
| Prague           | 16.34        |
| Helsinki         | 19.21        |
| Madrid           | 30.035       |
| Alban            | 10.3         |
| Athens           | 27.5         |
| Bucharest        | 50.7         |
| Buenos Aires     | 5.29/32      |
| Bombay           | 47.7/16      |
| Yokohama         | 1/10 5/12/28 |
| Shanghai         | 2/7 1/2      |
| Hong Kong        | 2/6 1/2      |
| Silver (spot)    | 20.9/10      |
| Silver (forward) | 20.8         |

## SYD CHAPLIN as OLD BILL in "The BETTER 'OLE'"

Based upon the play by  
Bruce Bainsfather  
and  
Arthur Eliot

Directed by  
Charles Reisner



THE BIGGEST OF ALL BIG COMEDY HITS!  
AT THE  
**QUEEN'S**  
TO-DAY & TO-MORROW  
At 2.30, 5.10, 7.15 & 9.20.

THE FAMOUS British picture of Naval adventure on foreign  
shores!

## THE FLAG LIEUTENANT

With

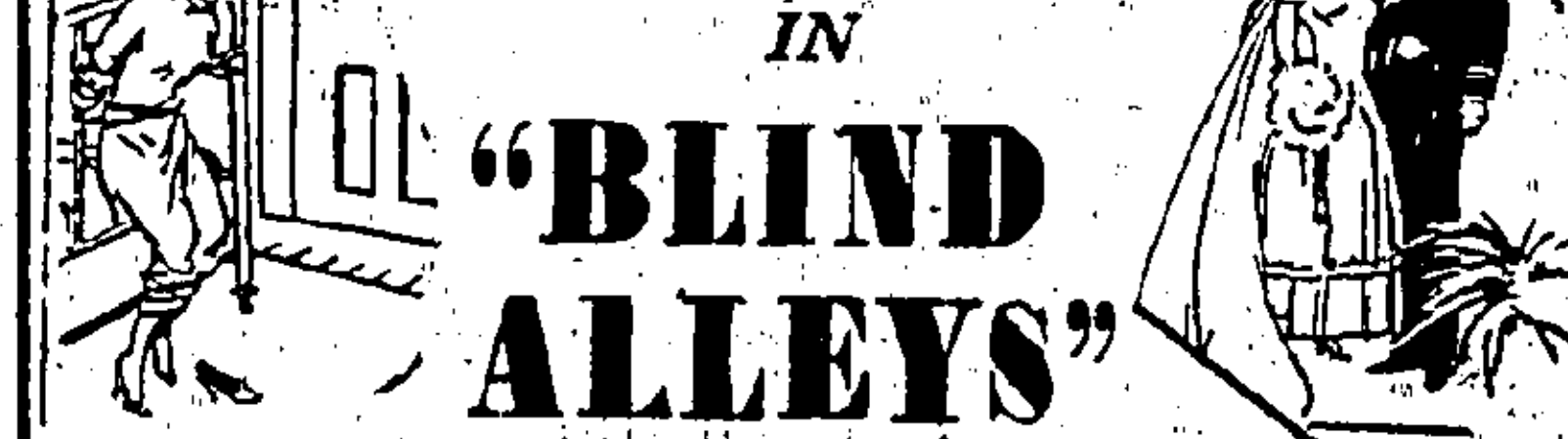
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Orchestra 5.15 & 9.20.  
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TO-DAY  
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## THOMAS MEIGHAN IN "BLIND ALLEYS"



THE POPULAR OUTDOOR HERO IN AN ENTIRELY NEW ROLE!  
AT THE  
**STAR**  
Continuous 2.30 to 11.15.

#### ARE THERE ANY LETTERS FOR YOU?

UNCLAIMED CORRESPONDENCE, ETC., AT  
THE G.P.O.

THE OFFICIAL LIST FOR  
SATURDAY.

A General Post Office notification,  
issued on Saturday, gives the fol-  
lowing particulars with regard to  
unclaimed correspondence, etc.,  
waiting at the Post Office, and also  
unclaimed radio telegrams at the  
Radio Telegraph Office:—

Poste Restante Correspondence.

G. Alander, Capt. F. M. Ander-  
son, R. Allix, Dr. C. Barreda, R.  
T. Boffa, A. P. Blunt, Balcombe  
and Company, L. Baudelot,  
Miss L. Barret, Miss E. Craven  
(c/o Mr. and Mrs. R. Greenamith),  
H. J. Cairns (s.k. Kiteau), Mrs. J.  
C. Edwards, S. J. Fuller (c/o  
Cokewell & Co.), W. E. Ford,  
Admiral Sir Guy and Lady Gaine,  
J. A. Haynes, Hong Kong and  
Hankow Water Co., C. Hyman, B.  
Horwood, Dr. G. V. Hollings, Miss  
M. H. Johnson, E. G. Jamieson,  
Rev. A. K. Joseph, S. W. Kwong,  
Miss Pearl Kwok, G. F. Lender,  
(Carrears, Ltd.), Samuel Lillier,  
E. Lichtenstein, V. Magtulis, Rev.  
A. G. Nichols, R. S. Pratt, S. H.  
Pangnihan, Br. E. H. Pangani-  
hun, Miss Florence Pike, Jim Sun-  
derland, Miss Margaret Jackson,  
Scott, W. S. Shakespear (s.k.  
s.k. Kiang), D. Cecil Stewart

(Holliday & Co.), K. W. Tribe,  
Miss F. Todhunter, D. Timmins,  
K. Vogel, G. M. Walker, Miss N.  
Zahn

Unpaid Correspondence.  
Miss M. J. Cannon, Miss Grace  
Darling, J. E. Fisher, A. G. Hewitt,  
C. H. Johnson (c/o H.K. Hotel),  
J. Russell (c/o American Consulate),  
Miss J. Rose, Mrs. R. R. Womack  
(c/o H.K. Hotel), Capt. D. Wilson  
(c/o American Consulate).

Registered Articles.  
R. T. Boffa, J. M. Ellis,  
W. E. Ford, James Flintoff  
(s.k. Portsea), Miss A. Gerasimoff,  
J. M. Gutierrez (Bedikton Pub-  
licity Company), J. Henderson E.  
Kustenko, Aprin Khamis, Miss  
Ledin, Miss J. Marriott (c/o H.K.  
Day School), Omar Moh. Miss  
Nitta, M. Reizes, C. D. Wardle.

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TELEGRAMS.

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Khee Mow Woh Cholon  
Tang Shan Canton  
Zylogogy Saigon  
1750 Yunnanfu  
(Kong Yue Cheong) Saigon  
Societate Sintjankwat Semarang  
Altarp Icee Manila  
1123, 6570, 0022, 0149 Nanning  
6567, 2821, 0085, 6510, 1725  
0871 Hoehow  
Yung Yu Hong Orenatula  
Luy Hing Wei Manila  
Deposed Empress of Canada  
Winnipeg Telemachus  
Roerston Anterior  
Bardner Fortland Org.  
Cheriphong Hanoi  
Zylogogy Saigon.





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### NEW STATUS OF R.N.R.

VICE-ADMIRAL DUFF ON  
NAVAL DEFENCE.

The annual banquet of the Royal Naval Reserve Officers was held in London last month at the Hotel Victoria. Commodore Sir Bertram F. Hayes, the president, was in the chair.

In response to a message to the Duke of Connaught, as Captain of the R.N.R., the following was received:—

"I deeply appreciate the thought of my old comrades of the Royal Naval Reserve in sending me so kind a message. I hope they may have a pleasant evening, and I only regret I am not present myself.—ARTHUR."

Proposing the toast of "Our Guests," the President referred to the presence of Sir Charles Hipwood, the head of the Merchant Department of the Board of Trade, and said that Sir Charles had lately been engaged with others in revising the methods of examination of masters and mates, a matter that concerned them closely as Merchant Service officers, and when their recommendations were adopted and came into force—as he sincerely trusted they would in their entirety—he felt sure they would have the effect of raising the tone of the Merchant Navy, which was what they had at heart.

Another matter that might come before Sir Charles in the near future was the vexed question of helm orders. There had been a great deal of correspondence lately in the Press on that subject, and personally he thought that the writers of most of the letters had very little appreciation of the intelligence of merchant seamen, officers and men. However, it was more a matter of sentiment than anything else, to his mind—something like the pigstails were in the old days of the Royal Navy. He did not propose to argue the point, but as an old sailor he should be inclined to say let well alone, as they seemed to have got along pretty well up to now.

Vice-Admiral A. A. M. Duff, Admiral Commanding Reserves, replying, spoke in appreciation of the difficulties members of the R.N.R. overcame in combining their obligations to that force with their duty to the line they were serving. He would do all he could to make those difficulties as small as possible. Expressing his appreciation of the shipowners and companies who helped in that respect, he appealed to any who did not yet realize how necessary was their co-operation to give that co-operation generously. Let them do all they could to encourage young officers to join the Reserve and to bring home to them that it was a distinction to belong to such a body.

At present they were hearing all about peace pacts, universal disarmament, and other forerunners of the millennium. He believed that that movement of disarmament had got such a momentum that it was not going to stop. So far from stopping, it would outrun that changing character of the human race that alone was necessary to make it safe. He believed that during the next 20 or 30 years we would be passing through what would be for the Empire very difficult times if we had to trust to slender forces to keep the old flag flying. For that reason he considered it essential that as many as possible of the citizens of the Empire should be trained either in the Reserve or as Volunteers to be ready when the time came to hold their own. So far from the Reserve being less necessary, they were more necessary than ever they were.

Whatever might happen to the permanent Navy in the way of reduction in the future, there was no doubt that the prosperity and welfare of the Empire depended upon the Merchant Navy. For the efficiency of the Merchant Navy it was necessary that there should be a contented personnel, and the greatest factors making for the content of any body of men was that their services should be recognized by the public at large. That had been a long time coming but he saw every sign that that recognition of the services rendered to the Empire by the British Merchant Navy was at last realized.

One of the greatest factors in that connection was the King, who had shown the way as usual by the creation of the Prince of Wales as Master of the Merchant Navy and Fishing Fleets. That was a most significant sign. The Royal Naval Reserve had also helped very much towards that public recognition. Officers in the Royal Navy benefited considerably by having the R.N.R. officers working with them, and he hoped that the gain was reciprocal.

Sir Oswyn A. Murray (Secretary of the Admiralty) proposed the toast of "The Royal Naval Reserve," and Captain M. B. Sayer, the Vice-President, responded.

The health of the President was proposed by Captain Sir R. Burton Chadwick, M.P., Deputy Master of the Company of Master Mariners.

### "BELITTLED" THE OLD CONTEMPTIBLES.

M. POINCARÉ'S SPIRITED REPLY TO AN ACCUSATION.

NEW VERSION OF "HOLD-ON" ORDER THAT "AVERTED DISASTER."

M. Poincaré, Prime Minister of France, in a letter to the *Sunday Times*, makes a spirited reply to Lieut.-Colonel Brinsley Fitzgerald, secretary to the late Earl of Ypres when he commanded the British troops in France, who, in a letter, accused M. Poincaré of having made speeches the object of which was "to belittle the glorious work done by the British Army in the defence of Ypres."

#### "GLORIOUS ROLE."

"At no moment have I belittled the glorious role of the British Army," M. Poincaré declares. "I find it very strange that a British officer, a former collaborator of French, should have the least doubt of the sentiments which I have always entertained towards England and her Army."

COLONEL FITZGERALD'S CRITICISM.

"WHERE IS THE ORDER?"

In his letter recently Lieut.-Col. Brinsley Fitzgerald recalled that he was present at the interview between Marshal Foch and Sir John French, and that he was the officer to whom the "so-called order" was handed. He added:—

"The day of October 31st began very badly for us; two commanders of divisions temporarily knocked out by shellfire, two staff officers killed; the Germans apparently attacking successfully all along the line. If the heavy artillery was to be saved preparations should at once be made. This was being done. French, hearing that Foch was at Vlamertinghe, said he would go there on his way to St. Omer. We found Foch with several of his generals, he in a state of frantic excitement, waving his arms and shouting, *Il faut tenir*. He promised a very large number of French troops should arrive next day."

#### Put In Writing.

"French was perfectly calm, and said to me, 'Tell him to put it down in writing.' Whereupon Foch consulted one of his generals, who said he could not possibly have more than about a third of the figure named by Foch. This figure was put on paper, signed by Foch, and I handed it to French, who scribbled a note on it to Haig, saying that Foch promised this contingent, and asking him to do the best he could till morning."

"It was late before I found Haig; he had left his headquarters and gone a long way down the Menin Road. He told me the cavalry on his right had done wonders with the bayonet. The Germans were on the run and the whole line practically re-established. I reported this to Foch late at night, and he was completely overcome."

"But where is this order which 'averted disaster'? No order was issued. No order could have been issued by Foch to French."

#### Flat Contradiction.

"Marechal Foch's account of the Vlamertinghe meeting, given shortly after the war, was very different from the one now presented. I believe many great men, after telling a story often enough, got to believe that the last version is the correct one. I am sorry to have to contradict him flatly, but, even so, nothing will make me believe that the present version is produced by him with a view to belittling the work of the British Army."

"But what about M. Poincaré? He has on several occasions made speeches on the same lines, the object of which was to belittle the glorious work done by the British Army in the defence of Ypres."

"If he considers it good taste that is his affair. But he might have taken the trouble to get his facts right and his dates. Sir John French was at Ypres on October 3rd. M. Poincaré called on him there on the 5th."

M. POINCARÉ'S LETTER.

PARIS, Nov. 2nd, 1928.

Dear Sir,—

I have learned with some surprise from a letter which Lieut.-Colonel Brinsley Fitzgerald has addressed to the *Sunday Times* that I have, on several occasions, made speeches "the object of which was to belittle the glorious work done by the British Army in the defence of the Yser."

In making this strange allegation Lieut.-Colonel Brinsley Fitzgerald has committed a material error. In attributing to me a view so contrary to that which I have always expressed, he has evidently not taken the trouble to read that which I have said and written."

On three occasions I have given account of what happened at the interviews between General Foch and Marshal French at Vlamertinghe on the evening of October 30th, 1914, the first, during the life-time of French, on February 5th, 1920, when, being still President of the Republic, I received Marshal Foch at the French Academy; the second, on July 7th, 1923, when the statue of Marshal Foch was unveiled at Cassel; and the third in the reminiscences which are to be published in France and in England, and of which the *Paris Illustration* has published in advance some short extracts.

In these three accounts, couched almost in the same terms, the version that I have given agrees almost entirely with that given by Lieut.-Colonel Brinsley Fitzgerald himself. Nowhere have I been guilty of the foolish impropriety that he attributes to me: nowhere have I asserted that Foch had given any order whatsoever to French. I have simply said that Foch had promised the Marshal to make an immediate attack on the enemy with the French forces, to enable the English army to resist attack, that he had put this intention in writing, and that after receiving this note French had, of his own accord, told his orderly officer to convey to his troops the order to hold out. Lieut.-Colonel Brinsley Fitzgerald himself indicates this in the letter he has written you. It is clearly then, the intervention of the French army which, at this date, averted disaster. Moreover, nothing was more natural, since the British Army was still numerically very feeble. Later on it was often able, in its turn, to save the Allied situation.

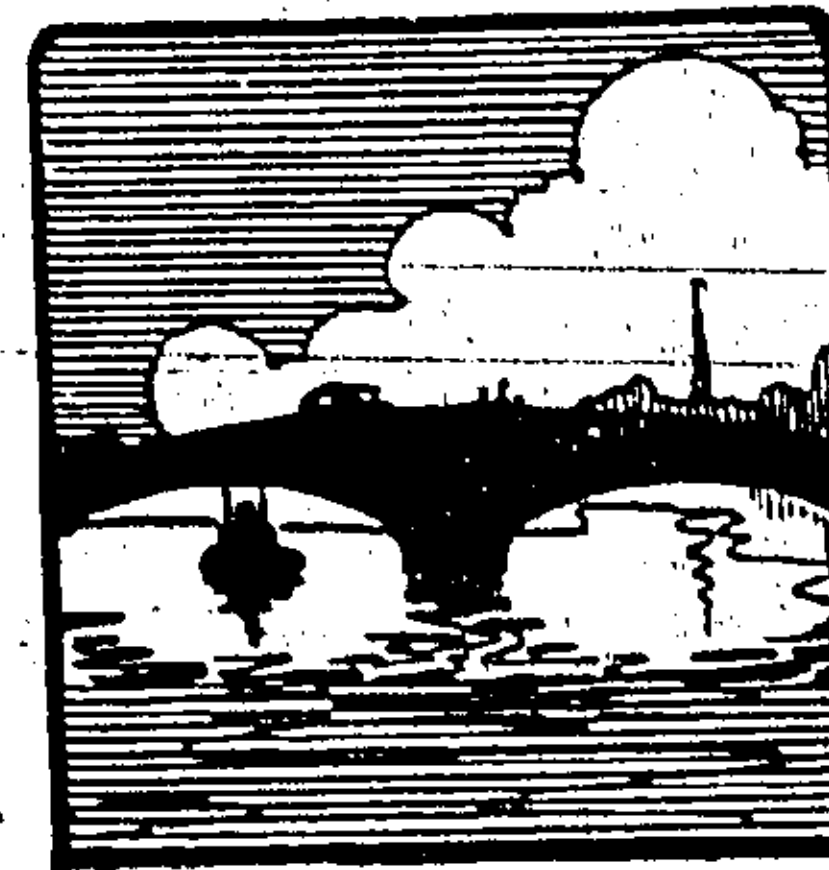
#### "Fantastic Criticism."

Hence the Lieut.-Colonel and I only differ on one point. He depicts with emphasis General Foch as very agitated and Marshal French as very calm. I am willing to believe in the calm imperturbability of Marshal French, but I have seen Foch in times grave enough—notably after he had been nominated Generalissimo of the Allied armies at the request of Marshal Haig—to know that he has never lost either his perspicacity or his command of himself."

I cannot understand what Lieut.-Colonel Brinsley Fitzgerald has in his mind when he reproaches me for not taking the trouble to verify the facts and the dates and in support of this fantastic criticism writes: "Sir John French was at Ypres on October 3rd. M. Poincaré called on him there on the 5th."

Here is a precise statement, and it is a precision that I myself use in the book which is shortly to be published. I recount also the details of the interview of October 5th with the Marshal as I recall, at the dates clearly indicated, other conversations which I had with him during the war. But what bearing have these meetings between French and myself on the correspondence between Foch and French which took place at Vlamertinghe on October 30th, when I was not present? If the Lieut.-Colonel has deigned to refer to my account before forming a rapid judgment, he would have learned that never have I said nor allowed it to be supposed that I had assisted at the interview at Vlamertinghe. It was Foch who spoke of (Continued on next Column).

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### FIGHT FOR A CHILD

DAUGHTER'S SUMMONS  
AGAINST MOTHER  
DISMISSED.

"Mrs. Sylvia Irene Walpole, of Corbett Road, Ewell, at Kingston County Police Court, summoned her mother, Mrs. Kathleen Locke, of the Old Court Farm, Tolworth, Sarbiton, for the custody of her (Mrs. Walpole's) three-year-old girl."

Mrs. Walpole stated that since the child was born in 1925 her mother had had the custody of it. She (Mrs. Walpole) had paid 10s. a week for it till April this year. She had now married the child's father, and they had since had another child.

Cross-examined, she agreed that her mother was fond of the child. She could not remember telling her mother that she would make no claim on the child.

Mr. S. C. T. Littlewood (for Mrs. Locke): Is it a fact that every time you have had the care of the child it has been ill two or three days afterwards, and that on the last occasion when it came back to its grandmother's it had a burn on its tongue?—Yes, but there was a wicked thing said that the child's tongue had been burned so that it should not have a dummy.

Was it not seen by a doctor who said its tongue might have been burned either by a cigarette or a poker?—It might have picked up a cigarette and burned its tongue.

Mrs. Locke stated that her daughter had promised to let her have the custody of the child so long as she lived. She was willing to keep it for nothing.

Mrs. Locke added, "We worship the child, and look upon it as our own little daughter."

The Chairman stated that Mrs. Walpole's application would be refused.

It at Dunkirk on November 1st, 1914, when I met him and Lord Kitchener, and Foch repeated his statements to me on the eve of his reception at the Academy. I have full confidence in his impeccable loyalty.

#### Nursing Home Visit.

I add that at no moment have I belittled the glorious rôle of the British Army. Far from that, I have a hundred times taken occasion, either as President of the Republic or as President of the Council, to pay solemn and warm tribute to the Allied Army. I have renewed these testimonies of my admiration when I received Foch at the Academy and when I unveiled his monument at Cassel. I confirm this eulogy of the English troops in many passages of my forthcoming book. I find it thus very strange that a British officer, a former collaborator of French, however jealous he may rightly be to defend the memory of his chief, should have the least doubt of the sentiments which I have always entertained towards England and her Army."

After the war, when Marshal French was seriously ill and had undergone an operation in Paris, I called to see him personally at the nursing home where he was under care. He received me with extreme cordiality and warmly thanked me for my visit. At the moment I had already publicly recalled the interview at Vlamertinghe in my address at the Academy, to which the English papers had called attention. French did not ask any correction. He confined himself to repeating how much he was touched by my attitude. It was a new and final proof of the deference and sympathy that I had always felt for him.

Respected, dear sir, of my profound regards.  
R. Poincaré.

### SURPRISE FOR AN ACTRESS.

ALLEGED ORDER TO "GET OUT."

#### HER ALHAMBRA TURN.

A scene in a dressing-room at the Alhambra Theatre, in which it was alleged an actress was ordered by a theatre official to pack up her things and "get out," was the subject of an action in the King's Bench Division.

Miss Flora Cromer, a music-hall artist, who in private life is Mrs. Florence Pearce, sued the Alhambra Company, Ltd., proprietors of the Alhambra Theatre, London, for damages for alleged breach of contract and loss of publicity.

The defence was that the contract, if there was one, was ended by mutual consent, and that the engagement was merely a trial one.

#### £20 A Week.

Mr. Roland Oliver, K.C., for Miss Cromer, stated that she was now forty-five, and during her music-hall career she had achieved a considerable measure of success, earning salaries of between £20 and £30 a week.

The events of which she now complained took place in 1923, after she had returned from an extended tour in Australia. Miss Cromer performed for some months in 1923 in provincial music-halls under the direction of Sir Oswald Stoll, who was the principal of the company, owning the Alhambra Theatre. She was successful, and asked Mr. Johns, the Alhambra "booking" manager, for a contract to appear in London. Eventually she secured the contract at £25 for a week of eighteen performances.

Miss Cromer had given two performances, and was in her dressing-room awaiting her turn to appear when there was a knock at the door, and Mr. Reynolds, an official of the theatre, appeared.

#### Country Offer.

The allegation was that he said to her, "You can pack up your things and get out. We don't want you any more. Now, you understand, don't make any scene, but get out."

The theatre proprietors paid her a week's salary and also offered her a week's work in the country at £15 in full settlement.

Mr. Oliver added that Miss Cromer's stage career had been ruined. So great was her difficulty in securing work on the stage that she changed her name to Florence Rex and disguised herself by wearing a white wig and a crinoline.

Miss Cromer said in evidence that when Mr. Reynolds, the manager of the Alhambra, told her to "get out," she thought that he was joking, but collapsed when she realised that he was serious.

"This is Sir Oswald Stoll's doing," she cried.

#### Song Cut Out.

Mr. Doughty, K.C., for the defence: Do you not agree that Sir Oswald Stoll has done more than anybody to reform the lot of music-hall artists?—He certainly has reformed the dressing accommodation.

Mr. George Francis Reynolds, manager of the Alhambra Theatre, who gave evidence for the defence, said that after Miss Cromer's first performance she was asked to cut out one of her three songs in the interests of time and suitability to the general programme. He informed her after the second performance, after consultation with Sir Oswald Stoll, that she would not be required to perform again. She said that she had better, in the circumstances, "go sick," which was not an uncommon ruse with artists.

He denied that he behaved offensively to Miss Cromer, or told her to "get out."

The case was adjourned.



## CANTON'S PROPAGANDA CAMPAIGN.

JAPANESE "IMPERIALISM" DENOUNCED.

BETTER OFF CLASSES INDIFFERENT.

FIVE "LECTURING CORPS."

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Dec. 2nd.

The Anti-Japanese Boycott Committee which has caused untold losses to dealers in Japanese goods has now been reinforced by an extensive propaganda campaign. Five lecturing corps have been organized to harangue the people of Canton in support of this action against Japan and hundreds of thousands of handbills and pamphlets have been printed for distribution to the street crowds and merchants. Lecturers are daily seen addressing big crowds in Central Park, and at maloo corners. The listening crowds are composed largely of the poor and coolie class and very few better class people take any interest. After each lecture handbills and pamphlets with slogans about the boycott are always distributed. Yesterday the lectures delivered in Central Park were amplified by means of the Government loud speakers installed there. The distributors of handbills in the principal thoroughfares yesterday were preceded by a brass band in their street parade.

In addition to all this our correspondent saw four colossal cartoons hanging across the principal thoroughfares of Canton depicting "the spirit and significance of the boycott." These big cartoons are hand painted in many colours. They are on white cloths and are displayed in front of the Provincial Treasury, in front of the Sincere Company building on the Bund, in Sai Pat Po, and in Sai Ho Hing. Besides these cartoons, the Committee has also hung up many big blue cloth strips bearing the latest slogans. Some of these slogans are: "The Only Way in which We Can Bring Japan to her Knees is to refrain from buying Japanese Goods"; "If We want to Save China, We must first promote native industries"; "Let the Whole Country be united in its boycott of Japan and support the Government in its diplomatic negotiations"; "The deadliest weapon in downing Japanese Imperialism is the boycott"; "The pamphlets distributed are of six kinds, but they all deal with the boycott and how to make it complete." The cause of this economic action in Canton and elsewhere against Japan, these pamphlets state, "is Japanese military aggression in China based upon her so-called 'positive policy' against China." The Canton Aviation Department has been requested to shower propaganda on the streets from an aeroplane.

## CANTON FRUIT DEALERS' LOSSES.

OVER 40 CLOSE DOWN.

APPEAL TO LI TSAI HSIN.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Dec. 2nd.

The fruit dealers' strike against the Municipal Government's 24 per cent. ad valorem import tax on all fruits imported into Canton, has brought disastrous results upon the merchants. Investigations show that 41 wholesale fruit dealers, including many big and flourishing shops have been forced to close their doors on account of lack of business. It is feared that the list will mount before the end of the Chinese lunar year. It will be remembered that about four months ago the Municipal Government decided to levy this tax and the fruit dealers at once opposed it, maintaining that they were in no position to pay. When all attempts to induce the Government to revoke what the merchants term an "abominable" tax failed, a strike was declared. But it got the fruit merchants no nearer their objective. The Government was unyielding and the strike dragged on for more than three months. Then finding that they could not move the Government, the merchants, one by one, reopened their shops. But no business was forthcoming, and the permanent closing of more than forty of Canton's wholesale fruit shops is a fair indication of the present position of the business.

The fruit merchants are still fighting for the cancellation of this tax. They appealed to Marshal Li Tsai Hsin almost immediately after his return from Nanking. The Marshal replied that he would talk the matter over with the proper authorities to see what can be done.

## "ROSE DAY"

OVER \$4,500 COLLECTED.

"EXCEEDED ALL EXPECTATIONS."

The Society of St. Vincent de Paul have good reason to be delighted with the success of the Rose Day held on Saturday. The large sum of over \$4,500 was collected by street sales of roses and the Society say that the result "exceeded all expectations."

The public whose generosity has made the collection of so large a sum possible have the satisfaction of knowing that it will be wisely spent in the alleviation of real want. Every case which is brought to the notice of the Society is investigated and the money expended in the way best calculated to serve the interests of the unfortunate persons concerned.

The success of the Rose Day was due in large measure to the unselfish efforts of the sellers who were whole hearted in their appeals to "Buy a Rose, Please," and the Society offers to these ladies their most grateful thanks.

Among the money collected was \$15.47 in foreign coins and notes mostly in small denominations from the interior of China. Even a French 4 cent stamp found its way into one of the boxes.

One box was found to contain \$118.50 while another had \$91.15, three other boxes each collected between \$60 and \$70.

The thanks of the Society are also due to Mr. Goodall of Lane, Crawford's for putting a part of the restaurant at their disposal for a headquarters for the sellers, and for his unfailing courtesy to the ladies who were collecting.

## THE SELLERS.

The sellers were in charge of Mesdames C. P. Marcel, Corveira de Albuquerque e Castro, Everest, Hourihan, A. F. Osmund, E. A. da Roza, J. Lawrence, J. Gutierrez, A. C. Botelho, A. Barros, F. Monteiro, and Reading.

The sellers including pupils of the French and Italian Convents, the Garrison School, St. Mary's, St. Francis, Ink Ying, and Kai Lap Schools were as follows:

Cissy Botelho, E. Johnson, J. Chou, S. Hyndman, V. Hyndman, M. L. Hyndman, S. Hall, Peggy Rennell, Joan Hayes, Joan McPadden, Cecil Lea, Vann Crossan, Laurence Crossan, Lena Penney, Olive Redwood, E. Carol, A. Glover, E. Elias, E. Johnson, R. Perry, L. Chue, D. Ellis, Rose Young, E. Holland, J. McInish, A. Chue, J. Harper, G. Grimmett, R. Murphy, E. Liang Mackechine, Nellie Bowen, Nellie Fisher, Elfrida Tavares, A. Lam, Mary Tin, Alice Kharas, Mary Fisher, Stella Xavier, S. Ka, A. Yokomakura, Ada Bux, Lee Shing, Monica Lam, Tseng Yuk Kow, Kwok Yai Fun, Chan Yick Chen, Tam Fook Chep, Ho Cheong Yuen, Fong Yek Ying, Gladys Sousa, Yek Hing, M. Sousa, B. de Sousa, Iris Wooley, Cissy Noronha, Ho Kwok Choi, Ho Sik Kwan, Chan Lin Keung, Yau Chan Wo, Fong Shoo Kuen, Yau Wing Chiu, Leung Wing Yip, Chan Moon Yi, Agnes Li Yat Choi, Lucy Li Yi, Choi, Mary Li Yat Choi, Amelia Ozorio, D. Chos, Anna Ozorio, A. Lam, Norma May, Marie Vaz, B. Vas, C. Vas, Olga Azedo, J. Tobin, Mrs. Hourihan, Hercia Silva, Tuti Noronha, Beatrice Barros, Eva Agabeg, Alice Weste, E. Barros, Hilda Gutierrez, Elvira Gutierrez, T. Delgado, Constance Crapnell, Mrs. J. M. da Silva, Sylvia Remedios, C. A. Suffiad, Marie Christiane de la Prade, Jacqueline de la Prade, Mlle Delange, M. de Albuquerque e Castro, Marian Lea, Mrs. Beamish, Mrs. Grossman, Mrs. Perry, Master Allan Lea, Celeste Xavier, M. Xavier, A. Remedios, Betty, Pestonji, Cissy Boyleance, Irene Jan, Phyllis Jan, Vicky Wong, Katherine Maxwell, B. Marques, Myra Noronha, Joaquina Fernandes, H. Noronha, M. Garcia, Elsa Britto, Betty Bruver, Elvira Remedios, Jerry Wong, Dorothy Chiu, V. Allan, G. Allen, N. Silas, Margaret Groundwater, Millie Mason, Ella Brown, May Marriott, P. Lawrence, L. Fernandes, V. Lawrence, Elvira Barros, Mercedes da Roza, Marie Figuredo, Maria G. da Roza, Carmen da Roza, A. F. Osmund, L. M. Nunes, Stella Campos, Alice Barros, M. Jorge, L. Jorge, E. Gutierrez, Marie Pereira, Alice Roza, Maria Roza, Maureen McGill, Maria da Roza, Mrs. E. da Roza, Margaret Tavares, Peggy Everest, Lorna Tolan, Jimmy Baretto, Stella Xavier, Olga Gill, Linda Gosano, Marie Basto, Annina Basto, Phyllis Gittins, P. Alves, Ange Alves, Irene Williams, Lily Williams, Matilda Pereira, Germinia Pereira, Bella Pestonji, Kitty Chester, Bertha Remedios, Beatrice Soares, Christina Jorge, Estelvia Ribeiro, Maria Eon da Silva, Ida Eon da Silva, Joyce Smirke, R. Ribeiro, Elsa Ribeiro, Olga Ribeiro, Cissy Xavier, M. Xavier, T. Assumpcao, Theresa Ruiz, Caroline Ruiz, D. Noronha, Carmen Alonso, A. Noronha, A. Oliveira, E. Oliveira, Helen Wylie, O. Rozario, E. Cruz, Helen Wylie, Miss Perez, Franco Annie d'Almada, Sophie, Liza Cecilia Dolores, I. Remedios, E. Aquino, Y. Britto, Mrs. Beece, K. E. Greig, Darby, J. Hall, J. P. Sherry, Mrs. S. Thompson, Mrs. Tod, Mrs. Chubb.

## THE AGRICULTURAL SHOW.

KOWLOON'S ACTIVE SUPPORT.

COMMITTEE'S APPEAL TO THE PUBLIC.

Final arrangements in respect of the Agricultural Show to be held on January 5th and 6th, 1929, were considered at a general Committee meeting held on Saturday at Sir Robert Ho Tung's experimental farm, Sheung Shui, New Territories, when the Rev. H. R. Wells, O.B.E., presided. There were present Sir Robert Ho Tung, Lady Ho Tung, Major H. B. L. Dowbiggin, Mr. J. A. Fraser, Taiipo, Mr. James Bullock of the Dairy Farm, Mr. Fung Ki Cheuk, a retired merchant of Fanling, Mr. Bolland of Messrs. Brunner Mond, Mr. James D. Bush, Hon. English Secretary of the Agricultural Show, Mr. T. P. Tong, Hon. Treasurer, Mr. Ng Sing Chi, Hon. Chinese Secretary, Mr. Tsoi Po Tin, Contractor and most of the village elders who have been taking an active interest in the Show.

Kowloon Residents' Association. Mr. C. M. Manners, of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., and the Hon. Secretary of the Kowloon Residents' Association, was heartily welcomed by the Committee in view of his message of encouragement and co-operation with the Show on behalf of the Kowloon Residents' Association. The minutes of a recent meeting of the latter Association contained the following extract:

"The Honorary Secretary drew attention to the work done by a committee in the New Territories who had for their object the encouragement of farmers and land owners in producing more and better fruit, vegetables, produce, poultry and eggs, etc. He thought we should take some interest in the development of the New Territories and suggested some one should be deputed to get in touch with the show committee and be furnished with authority to show our committee's interest in their proceedings and to offer such assistance as seemed expedient after due enquiry into their objects."

On the motion of Major Dowbiggin, the committee of the New Territories Agricultural Show agreed to request the Kowloon Residents' Association to appoint three men, representing the Chinese and European residents of Kowloon to serve on the committee. The keen and practical interest thus evinced on the part of the Kowloon Residents' Association is regarded as a great incentive to the Show next January as well as for the future developments of the New Territories. As considerable work will be involved in collecting, distributing and staging the exhibits, the Kowloon Residents' Association will undertake to place at the disposal of the Show a lorry collecting and carrying the exhibits from Kowloon and Chin Wan District to Sheung Shui on the Opening Day. There will be three or four other trucks collecting and conveying the exhibits on that day from districts like Yuen Long, Kwan Tin, Shatin, Fanling, Taiipo, Shataukok, Kwan Tin to the Show at Sheung Shui.

The Committee also had the pleasure of extending a welcome to Mr. Tang Shui Kin, Chairman of the Tung Wah Hospital as a member of the Committee.

Chinese Police Reserve To Help. Mr. F. C. Mowling, A.S.P. (R.), of the Hong Kong Police Reserve (Chinese Company) has responded to the request of the Show for assistance as follows:

"The Hon. Captain Superintendent of Police approves of the Chinese Company of the Hong Kong Police Reserve assisting at the Agricultural Show to be held on January 5th and 6th next, and I have no doubt that the members of my Company will be pleased to be of help in such an undertaking."

So far as regards financial support from the public the Committee feel that there should be even greater response to its appeal than last year. To extend the usefulness of the Agricultural Show, the Committee needs all the possible financial backing and moral support from public-spirited citizens of the Colony. The wider scope of the coming Show will necessarily entail heavier expenditure. Contributions towards the Show should be forwarded to Mr. T. P. Tong, Hon. Treasurer, c/o the Comptroller Department of the Hong Kong and Shanghai Banking Corporation.

The next meeting of the general committee of the Agricultural Show has been fixed for December 20th.

## RUSSIA AND CHINA TEA.

THE ACTIVITIES OF THE CENTRAL COMBINE SOCIETY.

BUSINESS IN THE HANDS OF FOREIGN BANKS.

It is reported that English, Russian and Indian merchants have formed a combine to do business in tea with the Chinese merchants of Hankow. A similar combine, the Central Combine Society (Chung Yang Hop Chop Sai), was in existence before the Great War, but the war and the Soviet Revolution put a stop to their activities. Later, in 1923, the association was revived between Russian and Chinese merchants, and at the time when the Nationalist Army reached Hankow there was a flourishing trade and the Chinese tea merchants were getting big orders. Subsequently, when Russian influence was withdrawn from the Chinese Government, all business had to be done through the re-established Central Combine Society which was registered in England.

A report was made some time ago to this company that 11,000,000 kilograms of tea bricks manufactured in Hankow had been bought for the Russian market, but the Russians were also reported to have been buying largely from the Indian, Cingalese, and Javanese plantations, since China tea is not sufficiently strong for the taste of most Russian people and they prefer it mixed with other teas.

The Central Combine is reported to be doing other trade besides that between China and Russia, and is negotiating transactions between English and Dutch firms. Its financial business is done through English, American and Netherlands Banks, and the insurance of the Malayan tea, which goes to Hankow to be made into bricks for transport into Russia, is effected by an American Insurance Company. These tea bricks are sent via Vladivostok and the Trans-Siberian Railway to Moscow.

According to the general manager of the Society nearly all the Chinese tea exported is bought for the Russian market, only 5 per cent. of the total exports being to other countries. Before the war the market was much more diffused.

From 1915 to 1923 the total weight of Chinese tea exported to Russia was as follows:

|      | Kilogrammes. |
|------|--------------|
| 1915 | 33,880,192   |
| 1917 | 16,839,978   |
| 1918 | 4,547,180    |
| 1919 | 8,976,437    |
| 1920 | 700,547      |
| 1921 | 1,427,553    |
| 1922 | 1,385,593    |
| 1923 | 519,096      |
| 1924 | 1,172,611    |
| 1925 | 8,535,978    |
| 1926 | 9,583,246    |

No figures are obtainable for 1927.

\$390 OR 7 DAYS.

AN OLD WOMAN'S OFFENCE.

An aged Chinese woman was before Mr. E. W. Hamilton at the Kowloon Magistracy on Saturday morning charged with possession of a quantity of opium. Revenue Officer Grimmett said that he visited the defendant's place at No. 123, Wooning Street with a party of Chinese Revenue officers and found the contraband on the defendant's bed concealed under the bed clothes.

The woman did not attempt to plead ignorance of the contents but said that a man named Wong Fook, a friend, brought the parcel and left it on the bed. Revenue Officer Grimmett said that it was not the woman, they were informed, who owned the opium, but their suspicions were against the man in the rear cubicle. However, the woman would not give a satisfactory explanation of the contraband and he was obliged to arrest her.

The defendant said that her age was 75.

The Magistrate took this into consideration and imposed an unusual sentence of \$390 or 7 days' hard labour, followed by a warning that she was not to do it again as a serious punishment, possibly banishment, would be imposed.

## "REPAIRS" AT 2.30 A.M.

ALLEGED SHORT CIRCUITING OF ELECTRIC METRE.

"ELECTRICIAN" CHARGED.

A Chinese was before Mr. E. W. Hamilton at the Kowloon Magistracy on Saturday morning on a charge of possession of implements that presumably were to be used for an unlawful purpose. Detective Inspector Fallon informed his Worship that the defendant was seen by a Chinese sergeant standing on a stool in the doorway of No. 147 Reclamation Street at 2.35 a.m. on Saturday morning. As soon as the defendant saw the constable he got off from the stool which was under the electric metres of the house. The constable challenged him and defendant replied that he was "fixing the wires." The constable saw a pair of pliers in the defendant's hand, and searching him a pair of nippers and a screw driver were found. The constable asked if he was from the "Company," and if he had any authority to carry out repairs on the metres. The defendant replied that he was merely told by the shop next door (No. 145) that something was wrong with the wires and that he should have a look at them.

Legal Proceedings Against The Shop.

Continuing, Inspector Fallon said that the shop next door was an electrical store shop. The China Light & Power Co., Ltd., came to inspect the alleged tampering and found certain alterations to the wiring of the metres which would short circuit the metre so that they would not know how much electricity was used. The Company, he understood, were taking out a summons against the shop.

It was stated that the defendant was an electrician by trade and that he was a former employee of the China Light & Power Co., Ltd. The defendant had informed Inspector Fallon that he was a fitter of the electrical store shop and that he had received the order to fix the wires from the master of that shop. "The Master, however, repudiates this statement," said Inspector Fallon.

"The Master of the shop was called and was about to give his evidence when his Worship said he would remand the case pending legal proceedings by the China Light & Power Company against the shop. The defendant was accordingly remanded on a bail of \$100 until next Saturday."

## THE "ANKING" PIRACY.

EUROPEAN ENGINEER'S TRYING ORDEAL.

Further details of the piracy of the *a.s. Anking* in September last were given at the Central Magistracy on Saturday when a Chinese, alleged to be a member of the gang, made his third appearance before Major C. Willson.

Mr. E. C. O. Bird, third engineer on the vessel, said that he was in the engine room when a fireman told him there was something wrong on deck. Witness immediately came on deck with the intention of going to his cabin to fetch his revolver when he was seized by two armed men and dragged to a part of the vessel where three other officers were already prisoners. Witness was locked up most of the time and was occasionally taken to the saloon where Capt. Plunkett-Cole was lying on a settee. He saw the Captain being thrown down the ladder.

On the morning after the attack witness said that he was taken to the engine room to relieve the fourth engineer. After dropping anchor witness was forced to enter one of the three lifeboats in which the pirates got away with some of the crew, passengers and loot. The boats took two hours to reach the shore and they found their way in the darkness by means of electric torches.

In the morning witness was allowed to return to the vessel with the crew. Witness found his cabin had been thoroughly ransacked and all his suit cases had been taken.

Liu Leung, the wireless operator, gave evidence that the defendant was one of the gang. Witness said he was hit by the man, when he stated that he did not know where the ship's ammunition was kept. The ship's boatswain stated that he and four others were ordered by the pirates to throw overboard the bodies of the two Europeans and the Chinese quarters.

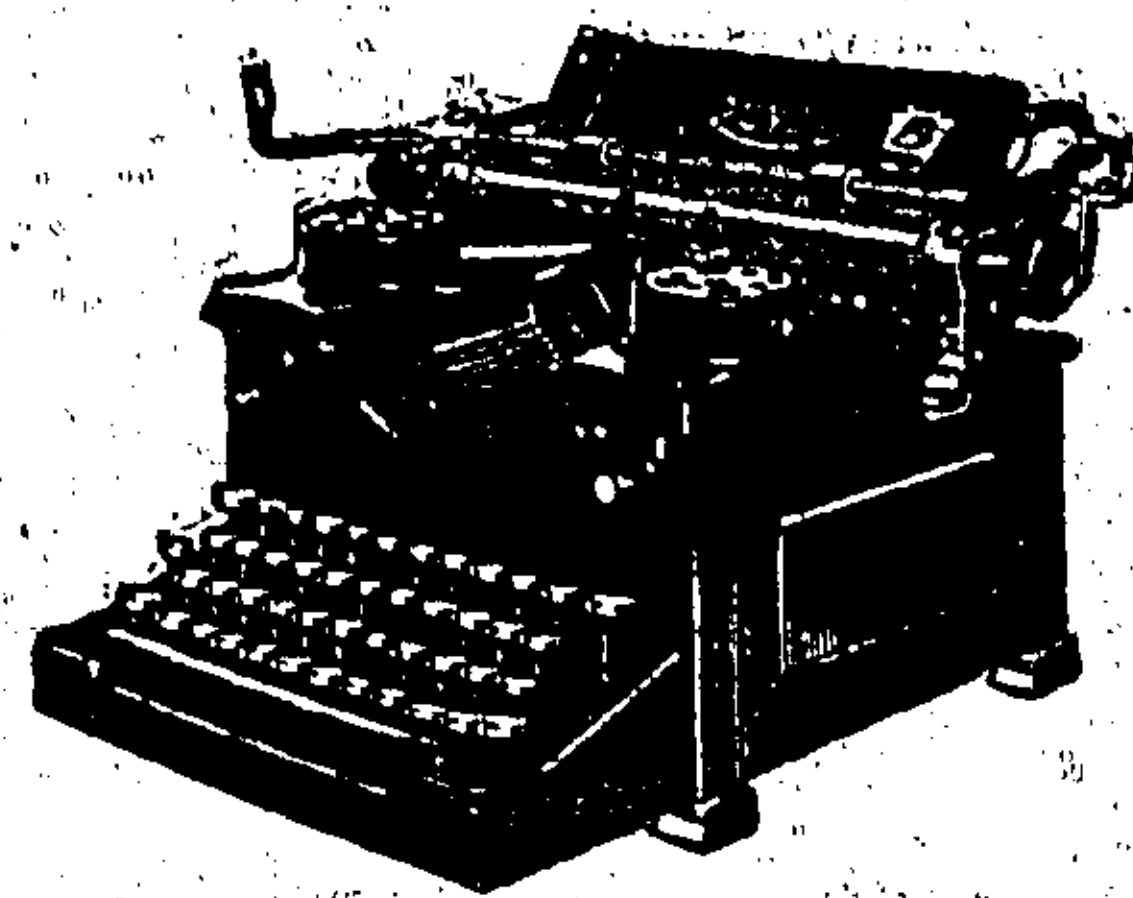
The case will be continued this afternoon.

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## INTIMATIONS.

## CHANGE OF NAME.

**ERNEST WILLIAM COULSON** of the DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED, Victoria, Hong Kong, Assistant in the said Company hitherto known and called **ERNEST WILLIAM ALLTREE**.

HEREBY GIVE NOTICE that on the FIRST DAY of DECEMBER, 1928, I requested and abandoned the use of the said Surname of ALLTREE and assumed in lieu thereof the Surname of COULSON.

Dated the 1st day of December, 1928.  
**ERNEST WILLIAM COULSON**  
(Late ALLTREE). [7046]

## NOTICE.

**THE HONG KONG ELECTRIC CO., LTD.**

NOTICE IS HEREBY GIVEN that Certificate No. 12546 for 50 Shares (NEW) Numbered 43181/43189 issued on 3rd July, 1928, in the Name of **TANG SUI LAM** has been declared LOST and the same not to be produced before the 5th DECEMBER, 1928; it shall be deemed CANCELLED and of NO EFFECT.

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Agents.  
Hong Kong, 19th Nov., 1928. [7008]

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## BIRTHS.

**DODWELL**—On November 3rd, at Foxhill, Woking, to Mr. and Mrs. **STANLEY H. DODWELL**, daughter.

**MISKIN**—On December 1st, at the Victoria Hospital, to JOYCE, wife of G. MISKIN, a son.

## MARRIAGES.

**DALRYMPLE-MILDREN**—On October 30th, at Hoddesson Church, Herts, MONTAGUE JOHN DALRYMPLE, Lieut., Indian Army Service Corps, third son of late HENRY LESTON DALRYMPLE, of Hong Kong, to NANNIE MILDREN, second daughter of late EDMUND MILDREN, of "Lampits," Hoddesson.

**WONG-LOW**—At Union Church, by Rev. F. C. Young, on Saturday, December 1st, MARY K. WONG, eldest daughter of Mr. and Mrs. WONG KWOK SHUEN of Bonham Road, and Miss EDNA M. LOW, daughter of the late Mr. HENRY LOW and Mrs. LOW of Portland, Oregon, U.S.A. [357]

## DEATH.

**KESWICK**—On November 29th, 1928, at Home, HENRY KESWICK, aged 58. [7030]

Hong Kong Office: 11, Ice House Street.  
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

**The Daily Press.**

HONG KONG, DECEMBER 3rd, 1928.

## PIRACY IN INDUSTRY.

IN no other country in the world is a trade-mark more valuable than in China. Once a "chop" becomes generally among the multitude as the mark of a make of goods which can be always relied upon for quality, the lawful owner of that distinguishing design has an asset in business the value of which is almost incalculable. Japanese manufacturers of cotton goods, when they first entered the China market, fully recognised the importance of the "chop," and some of the marks on the early products for export of Osaka and other cotton-mills in Japan were almost indistinguishable from very old-established Lancashire trade-marks. This coincidence—to call it nothing worse—was for years the subject of rather uncomplimentary comment by British

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**PEARLS FOR PRESENTS**—Mr. KODAKA will arrive in Hong Kong from Japan on DECEMBER 1st with a COLLECTION OF PEARLS. DATE OF EXHIBITION at KOMOR'S will be announced later. [388]

manufacturers and merchants, and it cannot be denied that their complaints about the flatterer imitation of their "chops" were fully justified.

There is a considerable measure of protection already given in Hong Kong to owners of trade-marks, but it is proposed to revise the existing law in order to give registered owners of such still further protection against those who seek to benefit by dishonestly imitating such designs. The Ordinance which has been drafted will give the lawful proprietor of any trade-mark registered in the United Kingdom under the Patents and Designs Acts 1907, and 1919, or any Act amending or substituted for those Acts, the like privileges and rights as though the certificate of registration in the United Kingdom had been issued with an extension to this Colony. By Section 3 of this Ordinance, whilst an injunction is obtainable in every case not

falling within Section 4, where any infringement of copyright in a design is proved, no damages are recoverable against an innocent infringer of any design. By Section 4 the Supreme Court is empowered to make a declaration that exclusive privileges and rights in a design have not been acquired in the Colony, under the provisions of the Ordinance, by reason of the existence of grounds which would justify the United Kingdom registration being cancelled under the law for the time being in force in the United Kingdom.

That there is widespread and deliberate imitation of trade-marks in China will be obvious to anyone who cares to make even casual inquiry into actual conditions. Only a few weeks ago there was a case before the Kowloon Magistracy which gave an illuminating illustration of the manner and extent of these practices. The National Carbon Corporation, a well-known American concern manufacturing

"Eveready" electric torches, charged a Chinese firm known as the Chung Wah Battery Company with infringements of trade-marks and labels. In all three classes of labels, "Electricity," "Chung Wah," and "Canton City," the resemblance to the "Eveready" was most striking both in colour and pattern. The words "Canton City" were so printed and coloured as to be a close imitation of the word "Eveready" as it appears on the label of the National Carbon Co. The maker of one of these labels must have modelled it on the other, or on some equally close imitation; and must have had the deliberate intention of deceiving purchasers. The same was equally true of the "Electricity" and "Chung Wah" labels. As the magistrate ironically remarked in convicting the defendant, either the National Carbon Corporation appropriated his design, or there was an amazing instance of telepathy between the two label designers, and the one supposition seemed, as improbable as the other!

"There was, of course, no question of telepathy nor even of innocent infringement, and a plea that the 'Canton' label was designed by defendant before the 'Eveready' design was used even in America failed to convince the magistrate that these proceedings were mainly actuated by the American firm's desire to crush a business rival.

The proceedings in the Kowloon Magistracy were reported in these columns at the time, and the evidence showed very clearly how methodically and extensively this piracy of trade-marks is carried on. The Ordinance which is to be introduced at the next meeting of the Legislative Council is one of three alternative drafts which the British Government has suggested should be adopted in the Colony. It has been already approved by the Hong Kong General Chamber of Commerce, and its enforcement in due course will give the lawful owners of registered trade-marks still further protection in these parts against the criminal practices of industrial pirates.

## News and Views.

A meeting of the Chinese Chamber of Commerce takes place to-morrow at 2.30 p.m.

Seven cases of small-pox, two of diphtheria and two of enteric were notified on Saturday.

The appointment of Mr. E. W. Hamilton as Police Magistrate, Kowloon, is gazetted.

Mr. C. B. Riggs, has been appointed a member of the Pilotage Board with effect from November 21st.

Sir Joseph Kemp left London on November 2nd on his return to Hong Kong. He sailed from Tilbury in the P. & O. s.s. *Manila*.

Mr. Chan Hoa and Mr. Li Kwong have been appointed Forest Officers, for the control and superintendence of the forests of the Colony in succession to Mr. Hau Yu and Mr. Wong Lam, with effect from November 1st.

There is talk in London of a revival of the vogue for China tea, and Mining Lane is inclined to agree. Mr. John Hook, a veteran of the trade, who still goes to business every day at well over 80, can remember the days of the old clipper, when Indian tea was unheard of.

An application made by Mr. F. H. Loseby for a reduction of the sentence of six months' imprisonment on an old woman for possession of 100 taels of illicit opium was unsuccessful. The Magistrate (Mr. R. E. Lindell) was informed that the Superintendent of Imports and Exports took a serious view of the offence.

Dr. Tsai Seen Wan, O.B.E., LL.D., has been appointed a member of the Court of the University of Hong Kong for a further period of three years with effect from January 4th, 1927. Messrs. W. H. Bell, A. Cameron and R. M. Dyer have been re-appointed members of the Court for a further period of three years, with effect from November 13th, 1928.

The Secretary of State for the Colonies has selected Dr. Arthur Robertes, Wellington, M.R.C.S. (Eng.), L.R.C.P. (Lond.), D.T.M. and H. and D.P.H. (Camb.), Chief Health Officer, Federated Malay States, for the appointment of Director of Medical and Sanitary Services in Hong Kong. He is expected to take up duty about the end of December or early in January.

Alderman James Robert Twentyman, The Hall, Kirby Misperton, Malton, who had large interests in Shanghai, where he was for many years a resident, left £17,111 not personally £84,134. The will stated: "My earnest hope is that there will be no quarrel or disagreement over the division of money or properties in hand. May God's blessing rest upon all and give them grace to deal generously with each other."

For the first time, according to the report of the Governing Body of the School of Oriental Studies, London, for the year ended July 31st, a three months' course of instruction in Chinese has been given to a class of students sent to the school by the British-American Tobacco Co., Ltd. Similarly a new activity has been the arrangement of regular course in Malay, on the lines of the Army courses, for candidates selected by the Colonial Office for appointments in the Straits Settlements and the Federated Malay States.

An ingenious method of obtaining goods from tradesmen was described in a case at Sheffield when Edith Stringer, who admitted six charges of false pretences, was sentenced to three months' imprisonment. It was stated that she went into various shops in the city and said that her husband wished to attend his funeral. She looked the suit on approval and gave a false name and address. Later she pawned the clothes. A detective said that the funeral story was fiction.

Mrs. Philip Snowden, a governor of the B.B.C., opening a wireless exhibition at Manchester, said she looked forward to the time when people would regard the presence of a radio set in the house as being of as much importance as a bath. She described wireless in the home as the most important institution in life. She hoped that wireless would keep more and more people in the home on Saturday night to enjoy the delights of mind and spirit it afforded instead of seeking pleasure in the undignified walking of the streets.

It was announced recently that the machinery of the main Fordson tractor plant is being shipped from Detroit to Cork, where it will be reassembled and placed in operation by January 1st. The manufacture of the Fordson tractor at Detroit was discontinued about a year ago, to allow more space for the manufacture of the new model Ford car. The Cork plant will be operated on the basis of two eight-hour shifts a day, turning out 300 tractors daily. Ford officials said that the Soviet Government recently placed an order for £200,000 worth of tractors.

"Some people in the Labour movement think that by joining in the conversations with Sir Alfred Mond and the employers the trade unions are bolstering up capitalism, which if left alone would very soon fall, but I should like to point out that as capitalism weakens so Labour weakens also to a greater extent," declared Mr. G. D. H. Cole, at the Oxford Luncheon Club.

"The situation in industry to-day," he said, "is such that it is possible to get capital for gramophone or motor companies to enable them to improve their machinery, while in the case of cotton and mining, where the machinery is obsolete, it is impossible to get capital where it is most needed. In fact millions of pounds of old capital are being lost in these latter industries every year."

Condemning harvest festivals as "modern, vulgar innovations," Canon W. Williams, rector of Hemsworth, Yorkshire, says: "I challenge lovers of harvest festivals to produce anyone who has been converted by them; yet we parsons go pathetically on with this annual farce. We convert the House of God into a greengrocery store."

The scheme for securing and preserving Dame Ellen Terry's cottage at Small Hythe, Kent, as a memorial to the great actress is beginning to take shape. Sir Johnston Forbes-Robertson has consented to act as chairman, and details are being prepared by a small committee of Dame Ellen's friends, and will be submitted to a representative council.

The Indian Broadcasting Company announce that, broadcasting in India will be continued, and that every effort will be made to make broadcasting a success. Mr. Eric Dunstan, the general manager of the Indian Broadcasting Company, recently tendered his resignation, together with several European members of his staff, stating that they had resigned on a fundamental principle of policy because they were unable to broadcast programmes of sufficient attraction and utility in the present circumstances to assure the development and success of broadcasting in India.

The Lord Mayor of London distributing prizes for swimming and essays at Guildhall to pupils from the City elementary schools, said that swimming was a sport which every boy and girl should cultivate from their earliest years. The previous day he had visited the mining areas of South Wales, and he came across a sad case. A man, his wife, and three sons, aged 17, 15, and nine, went for their summer holiday to the Welsh coast, and the two elder sons went for a bath. One was drowned and the other was saved owing to the bravery of his mother. None of the three boys could swim. It was almost incredible to him that in these days three boys having attained those years should not have learned swimming.

## Speeding in The Sahara.

Captain Malcolm Campbell, the racing motorist, has been visiting a secret spot in the Sahara Desert for a preliminary survey of a natural racing track. Should this prove satisfactory Captain Campbell will attack the world's speed record in the Blue Bird in December. Captain Campbell told a reporter that the site which has been provisionally selected was found for him by Mr. Leonard T. Scott, a young Irish traveller. Captain Campbell hopes to attain the colossal speed of over 230 miles an hour, and for his purpose it is essential that he should have a hard and perfectly flat surface. He pointed out that such an attempt would not be possible at Daytona or any other beach. The slightest wind would cause sand ripples which would play havoc with a car travelling at that great speed. In the Sahara Desert Captain Campbell expects to obtain ideal conditions. A few pebbles will have to be removed before the attempt will be possible.

## Mr. Angell's Peace Game.

Mr. H. G. Wells, as everyone knows, has invented a war game which you play with pieces. Mr. Norman Angell has invented an economic game which you play with cards. Putting it shortly, the game, or rather the three games, work out with cards exactly the part played by gold and capitalists in concerning the work of the world, the operations of the buying and selling market in relation to gold, and the function of credit and interest—that is, of banking. In the first game the cards represent a series of industries. Each player holds what is really his hand and buys and sells, seeking to form a complete industry, or so large a part of an industry, or perhaps one should more correctly say of the materials of that industry, that he can sell to advantage. The game is very amusing to play, and yet it does really illustrate the co-ordinating and liquefying effect of money in industry. The second game is an auction with the same cards, but this time with monetary values. It is usually a noisy game (like real life on various exchanges), and it illustrates the effect of money (minted or printed) on prices. The third game, where the bank comes in very prominently, illustrates the function of banking, cards, and interest, the risk being taken by the bank, which recoups itself from the profits on the successful industries for its losses on the unsuccessful. All these three sets of transactions are worked out with the same pack of cards, consisting of ten suits of ten cards each.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.05 p.m. stated:

Pressure changes are slight since this morning, moderate to fresh monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Local Forecast: N.E. winds moderate, fine to cloudy.

## MARINE SUPERINTENDENT'S FUNERAL.

## CAPTAIN THOMSON BURIED AT HAPPY VALLEY.

Many members of the staff of Messrs. Butterfield and Swire and other representatives of shipping interests were present at the funeral of Captain D. A. Thomson at the Protestant Cemetery, Happy Valley, on Saturday afternoon.

As stated already, Captain Thomson was the Marine Superintendent of the China Navigation Company and he died at sea on board the s.s. *Chinhua*. Another vessel of the company brought the body to Hong Kong. Captain Thomson was born in Tobermory, Scotland, in 1874, and he passed away in the presence of his wife who was also on board.

The Rev. F. C. Young conducted the service. Among those present were Mr. John Scott, a director of Messrs. John Swire and Son of London, Mr. N. S. Brown, Mr. C. Knight of the Shanghai Office, Captain C. E. Plunkett-Cole, Marine Superintendent, Mr. James, Superintendent Engineer, Mr. L. Cameron, Assistant Superintendent Engineer, Captain Cowan, Senior Chief Engineer, Captain Martin, Captain Ritchie, Captain T. T. Laurenson, representing the E.A.S.M.A., and the China Coast Officers' Guild, Mr. Roberts representing the Committee of the E.A.S.M.A., and Dr. E. L. de Sousa, who was formerly ship's surgeon on the s.s. *Chinhua*.

Floral tributes included those from Mrs. Thomson, Peter, Susie and Alec.

Captain and Mrs. Plunkett-Cole, Captain and Mrs. Bullock, Captain and Mrs. George R. Ainslie, Captain and Mrs. J. R. Shearer (Shanghai), Captain and Mrs. A. Watt (Shanghai), Captain and Mrs. R. T. Stephens, Captain David H. Martin, Captain A. R. McEachran, Captain C. J. Thomson.

Mr. and Mrs. John Scott, Mr. and Mrs. R. V. Cameron, Mr. and Mrs. C. C. Knight, Mr. and Mrs. F. W. James, Mr. and Mrs. C. C. Nelson, Mr. and Mrs. A. Chapman, Mr. and Mrs. T. J. Fisher, Mr. and Mrs. A. E. Farrell, Mr. and Mrs. T. H. R. Shaw, Mr. and Mrs. V. E. Leckie, Mr. and Mrs. T. T. Laurenson, Mr. and Mrs. E. J. Ainslie, Mr. and Mrs. K. E. Craig, Mr. and Mrs. Odell, Mr. and Mrs. R. F. Mitchell, family, Mr. and Mrs. Gillingham, Mr. and Mrs. J. D. Danby, Mrs. Weill and family, Miss Finlay and Miss Gaubert, Mrs. C. Marsh and Misses M. Clark, Doris, Panchon and Robbie Millar.

Rev. G. T. Waldegrave, Mr. J. Thayer and Mr. J. D. H. Crawford, Mr. N. S. Brown, Mr. G. R. Vallack, Mr. H. J. Love, Messrs. L. and G. Ellis.

Messrs. Butterfield and Swire, the London Directors, the Marine Superintendent, Indo-China S.N. Co., Ltd., the China Navigation Co., Ltd., the China Navigation Company's Superintendents at Shanghai, Captains and Officers of the China Navigation Co., Ltd., Engineer Officers of the China Navigation Co., Ltd., the China Navigation Company's Shipping Department at Hong Kong, Captain and Officers s.s. *Anking*, the Government Marine Surveyor and staff, Taihook Dockyard and Engineering Co., Ltd., E.A.S.M.A., the China Coast Officers' Guild, Institution of Engineers and Shipbuilders of Hong Kong, Book Office staff of Messrs. Butterfield and Swire, Taihook Chinese Club, Captain and Deck Officers of the Company's s.s. *Fatshan*.

## WEDDING AT UNION CHURCH.

## WONG-LOW.

Mr. Mann K. Wong, of the National Commercial and Savings Bank, was married, on Saturday, in the Union Church, Kennedy Road, to Mrs. E. M. Low.

The bride, who was born in Portland, Oregon, and has only recently arrived in the Colony, was given away by her grand-uncle, Dr. Cheung Wan Man, and attended by one bridesmaid, Miss Rosalind Wong, younger sister of the bridegroom. The Misses Chi Fong and Chi Fun Tong of Shanghai, cousins of the bridegroom, were flower girls.

Dr. S. Y. Chan, of Lingnan University was "best man." The officiating clergyman was the Rev. F. C. Young, minister of the Union Church assisted by the Rev. Cheung Man Chiu, pastor of the Baptist Church, Caine-road. The ring was carried by Master Ho Yau Cheung dressed as a page.

A reception was held after the ceremony at the home of the bridegroom's parents where a large number of guests were assembled and the festivities were kept up to a late hour.

## SCOTTISH COMPANY H.K.V.D.C.

## YESTERDAY'S PARADE SERVICE.

## THE SOLDIER'S RELIGION.

Union Church, Kennedy Road, was filled to overflowing yesterday morning when the annual parade service of the Scottish Company of the Hong Kong Volunteer Defence Corps was held. The 2nd Batta., King's Own Scottish Borderers also attended the service, the parade being in charge of Captain the Hon. Master of Napier. Capt. K. S. Morrison was in command of the Scottish Company which was present in force. By permission of Lt.-Col. L. J. Comyn and Officers, the Band of the King's Own Scottish Borderers rendered special music and accompanied the singing of the hymns, under the leadership of Mr. W. H. Fitz-Earle, A.R.C.M. The Chieftain of the St. Andrew's Society the Hon. Mr. C. Gordon Mackie, and members of the Committee of the Society attended the service. Mr. G. McLeod rendered a solo, "Lord God of Abraham," from Mendelssohn's "Elijah." The music rendered by the Band included "Prelude" (Humperdinck), the "Procession and Children's Theme" from "The Miracle," (Humperdinck) the air "Trauerlied" (Schumann), selections from "Die Meistersinger von Nurnberg" (Wagner) the introduction of Act III of "Lohengrin" (Wagner). The hymns included Kipling's "Recessional." A special order of service was printed for the occasion. In the course of the service prayers were offered for the recovery to health of the King, for the St. Andrew's Society, and for the Scottish Company of the Volunteers.

## "Authority."

The service was conducted by the Minister, the Rev. F. C. Young, who preached on the subject, "The Religion of a Soldier," basing the sermon on the words of the Roman centurion, "I am a man of authority having soldiers under me and I say to this one 'go' and he goeth..." (Matthew VIII verse 9). People had an idea, said the preacher that faith was just "belief," especially believing those things which it was difficult if not impossible to believe; they thought that faith was something to argue about; theological subtlety. But Jesus said it was just obedience.

"Authority! How we Britishers hate the word! Something in our blood rebels against it; it has echoes of distant tyrannies, memories of feudal oppression. Are we not a free race, and did not our fathers win freedom by contesting the authority of overlords? This is true enough as far as it goes, but we have to realise that, deep down, all our life is under an authority which we must obey.

## A Lesson Of The War.

"Take the war. We were called from our quiet homes, sent out to face a discipline as hard as a grindstone, we lived our life by the bugle, by order and command. We were not asked, 'Do you mind doing this?' Would you strongly object if you were sent to France, or would you prefer Egypt, or stay on Home Service? No, we received sharp direct orders; we obeyed, we submitted, because we knew full well that out of this bondage to authority would come victory. That in its essence was faith: a submission to a central authority for the common good.

## To-day's Revolt Against Authority.

"To-day there is a certain revolt against authority. Youth says, 'I am free from bondage.' But there soon comes the discovery that liberty involves responsibilities; that there is not the great freedom expected: there are still centurions and commanders. People say that religion is in the melting pot and little remains but dead orders of thought and lifeless systems. But no, we may have discarded the old; only to adopt the new, to follow fresh ideals, to seek higher spiritual values.

"Religion is complete obedience to a moral and spiritual authority as revealed in Christ. Mortally, we have no excuse for disobedience. We know what is right; we are conscious of what is wrong; to plead ignorance is to be insincere. Christianity is not a system of creeds, but an obedience to a Supreme Commander, whose commands are that we should live our lives in His spirit, love instead of hate, give instead of demand; Who teaches us that the way of sacrifice is the way of victory."



## THE NATIONALIST POLICY.

## SPIRIT OF SINCERITY.

## JAPAN THE CRUX.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Dec. 2nd. Questioned by the *Kuo Min* on the latest Sino-foreign diplomatic developments, Mr. C. T. Wang declared "we are adhering to our policy. If the Japanese Government can resume negotiations with us in a spirit of perfect sincerity we will not decline, but if Japan is in no hurry to enter into negotiations, we shall be obliged to let things remain as they are."

## NEGOTIATIONS SUSPENDED.

(Wah Tsai Yat Pao).

SHANGHAI, Dec. 2nd. It is reported that Mr. Yada has received a reply from Tokyo which states that the Japanese Government cannot declare the date of withdrawal of the Japanese forces in Shantung as demanded by China. Under these circumstances negotiations must be suspended for the time being.

## SETTLEMENT REACHED.

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 30th. Official quarters intimate that the Messrs. Sada-Soong negotiations have reached an amicable solution on the graduated tariff issue. It is expected that a formal exchange of documents will take place shortly.

Commenting on the result of the negotiations the spokesman admitted that the draft agreement was not entirely satisfactory to Japan but it is hoped that a settlement of this problem will assist in solving

## SIR MILES LAMPSON.

(Wah Tsai Yat Pao).

SHANGHAI, Dec. 2nd. In an interview, Sir Miles Lampson says he has received instructions to proceed to Nanking to confer with Dr. C. T. Wang referring to treaty revision and tariff autonomy.

## FAMINE RELIEF.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 20th. It is learned from Nanking that Chang Hsueh Liang has pledged a contribution of one million dollars to famine relief in Honan, Shensi and Kansu.

## THE MERCHANTS' BURDEN.

(Wah Tsai Yat Pao).

SHANGHAI, Dec. 2nd. The Tientsin Chinese authorities have released the four merchants, the arrest of whom has led to a crisis among the merchant class who have threatened the authorities with a general stoppage of business. However the merchants who deal in foreign goods are still required to register their firm names at the Japanese Boycott Committee. In addition they must pay what is euphemistically called "money invested in the development of native industries."

## CHIANG'S RETURN.

(Wah Tsai Yat Pao).

SHANGHAI, Dec. 2nd. Marshal Chiang Kai Shek arrived at Shanghai, opposite Nanking, by the cruiser *Chu Yu* yesterday morning. Upon his arrival he was personally received by Marshal Feng Yu Hsiang and other high officials including Messrs. Tan Yen Kai and Ho Ying King. After holding a short conversation with them he was motored to the Military Headquarters.

Yesterday evening Marshal Chiang Kai Shek conferred with other Nationalist leaders concerning the Shanghai opium case. It was decided to await General Chang Tsz Kiang's findings and recommendations before any decision was taken in dealing with the ringleaders.

## CANTON AVIATOR.

(Wah Tsai Yat Pao).

SHANGHAI, Dec. 2nd. Mr. Chung Wai Jung flew back to Tientsin from Mukden yesterday morning. On his departure General Chang Hsueh Liang sent four land planes to escort his monoplane to the Fengtien border. After staying in Tientsin for two days he will fly to Shanghai.

## AMERICA'S MODERN ARMY.

## FINELY TRAINED UNITS.

## "WELL IN THE VAN."

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Dec. 1st. "The army keeps well in the van in all modern improvements" was the keynote to War Secretary Davis's annual report to the President. He draws attention to the development and improvement of the weapons and material National Guard, which is more completely equipped and more thoroughly trained than at any period in history.

Citizens in the military training camps have exceeded the fondest expectations while the aviation training system is second to none in the world. The numerical decrease in equipment is set off by an increase in quality.

## "CHIEF MAQUILLA" ABANDONED.

[THROUGH REUTER'S AGENCY.]

SEATTLE, Dec. 1st. The *Chief Maguilla* has been abandoned in mid-Pacific. The crew has been transferred to the *Eugen Marin* which was towing her.

## EARTHQUAKE IN CHILE.

## CATHEDRAL DESTROYED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Dec. 1st. Eighty persons are reported to have been killed in the Chilean earthquake at Talca. The cathedral, railway station, hospital and other buildings at Talca have been destroyed.

## HEAVY LIST OF CASUALTIES.

[THROUGH REUTER'S AGENCY.]

SANITATO DE CHILE, Dec. 2nd. The official death toll in the earthquake is hitherto said to be 122, but it is reported that 250 are injured. The ports of Concepcion and Tome are considerably damaged and the hospital of Temuco and the Cathedral at Linares are in ruins.

## MILLIONAIRE IN AIR CRASH.

## HOMER B. ILLARD KILLED.

[THROUGH REUTER'S AGENCY.]

SPURS, TEXAS, Dec. 2nd. The millionaire, Homer B. Illard and four others were killed when the plane in which they were flying from San Antonio to Denver crashed and caught fire.

## NURMI BECOMES A PROFESSIONAL.

## CONTRACT WITH TEX RICKARD.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Dec. 2nd. The "Flying Finn," Larpi Nuri, has turned professional and is reported to have signed a year's contract with Tex Rickard.

## INTERNATIONAL LABOUR CONGRESS.

[THROUGH REUTER'S AGENCY.]

NANKING, Dec. 2nd. Albert Thomas has invited the Nationalist Government to send two delegates to the International Labour Congress at Geneva next year.

## H.M.S. "BERWICK."

H.M.S. *Berwick* left Yokohama for Yokohama on December 1st.

## BRITISH VESSELS FIRED ON.

[NAVAL WIRELESS.]

UPPER YANGTZE, Dec. 1st. The B. & S. s. *Wantung* and the *Jardine Matheson*, s.s. *Kingoo* report being fired on in a position 115 miles below Chungking in the vicinity of Fengtu and 75 miles below Chungking in the vicinity of Fuchow respectively. The fire was returned in each case by the armed guards.

## U.S. SECRETARY OF STATE.

## HOUGHTON AS LIKELY CANDIDATE.

## AMERICAN RUMOURS.

[THROUGH REUTER'S AGENCY.]

GUAY VIL, Dec. 1st. Mr. Hoover has arrived aboard the cruiser *Cleveland* to which he transferred from the *Maryland* off the coast of Ecuador. The city was profusely decorated and huge crowds on the waterfront cordially welcomed the President Elect.

In Washington the rumours that Mr. Hoover may choose Ambassador Houghton to succeed Kellogg have been revived in the last few days by the disclosure that the Ambassador is negotiating for a twenty-two room apartment in the same building in which Mr. Mellon is residing.

Another name mentioned in connection with the Secretaryship of State is Ambassador Fletcher, who is now with Hoover aboard the *Maryland* as representative of the State Department.

## "VETRIS" INQUIRY CONCLUDES.

## CAPTAIN CAREY DEFENDED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Dec. 1st. The closing session of the *Vetris* inquiry was conducted at the Department of Justice, when Captain William Coombs, representing the Officers Federation of England, defended the memory of Captain Carey. He expressed satisfaction when Attorney Tuttle denied that American public opinion would demand a scapegoat.

## DIRECTION FINDERS FOR SHIPS.

## NEW WIRELESS STATION ESTABLISHED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 30th. The Wireless Beacon Installation built at Start Point by the Marconi Company for the Mercantile Marine has just been completed.

This type of station transmits a special signal, on an exclusive wave-length of 1,000 metres, for the benefit of ships equipped with direction-finders.

The Start Point installation is the seventh of its kind now established round the British coast, the others having been installed at Round Island, Skerries, the Spurn Lightship, the Casquets, Bar Lightship and Coningsby in Ireland. In the near future, further Beacon stations of the same type will be installed at other points on the British coast, notably North Lundy, Dungeness, Kinnaird Head and Cromer.

In addition, orders have been received for similar stations in other parts of the world.

## Accurate Bearings.

The completion of the Start Point transmitter means that very effective cross-bearings can now be taken by ships using three Channel stations as their fixed points, and they can thus obtain a sequence of bearings whenever required by navigators, and can be sure of their position right up the Channel.

Since the wireless direction-finder has become firmly established on merchant vessels of the world, a demand has arisen for the erection of permanent installations situated at places of advantage from a shipping viewpoint round the coast.

The function of these installations is to "send out recognised signals at convenient intervals, purely for the purpose of enabling ships fitted with direction-finders to take their bearings and thereby find their exact position when approaching the coast."

The call sign of Start Point station is G.S.M. and accurate direction-finding bearings may be expected up to about 100 nautical miles under normal atmospheric conditions.

## OBITUARY. LORD TENNYSON.

[THROUGH REUTER'S AGENCY.]

The death is announced of Lord Tennyson, who is the son of the poet and father of the recent English cricket captain, Major the Hon. Lionel Tennyson, who succeeds him.

## KING'S GRACIOUS ACTION.

## OLD KATE'S RETICENCE.

## THE PRINCE SAILS.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1st. A bulletin, issued at 10.30 this morning, stated that despite the fact that the King had passed a fair night, there had been a slight rise in his temperature since yesterday, but His Majesty's general condition remained unchanged.

**Duke of Gloucester.**  
Johannesburg.

The railways administration here are sending a special saloon carriage to Bulawayo for the use of the Duke of Gloucester.

The Rhodesian Railways will send a saloon north to Broken Hill to pick up the Duke when he reaches the railway after his motor trip from Aberdeen.

The Prince of Wales sailed on the *Enterprise* at 10.30 on Sunday morning from Dar-es-Salaam.

## "Old Kate."

His Majesty's lively interest in affairs outside the sick-room is illustrated by his kindly action when he saw a photograph in a picture paper of "Old Kate," the nonagenarian race-card seller, who is very well-known to race-goers, peering at the bulletin recording his condition posted outside Buckingham Palace.

## RESTLESS NIGHT.

The evening bulletin states that the King passed rather a disturbed day with short intervals of sleep, and is therefore somewhat fatigued.

The later bulletin issued yesterday morning states that the King had rather a restless night, but his temperature was lower in the morning. The ineffective process shows some improvement, but his general strength, though at present adequate, is at this stage of the illness still being taxed.

His Majesty was much touched by the old lady's loyal devotion and commanded that an agreeable letter should be sent to her. A difficulty arose in finding "Kate" who is said to have attended at least 60 Derbys, but it was solved by Major Featherstonhaugh, the manager of the King's Stud, who went to Kempton Park Races and delivered the precious communication to the delighted old dame.

## Secret Treasure.

"Old Kate," ever since her return from Kempton Park, has been besieged by people anxious to see the King's letter, but has resolutely refused to show it. Hitherto only her son-in-law and one other have had the privilege of seeing it, and Kate declares that when she dies she is going to take the letter with her. She added: "I am going to pray for His Majesty to-night. I believe in prayer."

## "Cosmo Cantuar's" Letter.

LONDON, Dec. 1st. The new Archbishop of Canterbury has issued his first public letter signed "Cosmo Cantuar," which is written to the Bishop of London. He declares that while he is thankful to know that the course of His Majesty's illness is progressing favourably, the Archbishop is sure that on Sunday next and until all cause for anxiety is removed, prayers would be offered in all churches throughout the land for His Majesty's speedy and complete recovery.

Reuter's story about the young woman in Chicago who called "Police!" because a young man tried to speak to her as she was going home, and who was rewarded by the sudden appearance of over a hundred armed detectives, ought to put an end to the popular belief that Chicago is a place where the police are powerless to keep order. If a hundred armed men answer a call of this kind, how many thousands must there be who are ready to rush to the assistance of a household held up by a gunman? Or is it possible that the gunman flourish because the police are all too busy protecting lone females from undesired attentions to have any time left over for the prevention of robbery under arms? Perhaps it is rather easier to be a gunman in Chicago and "get away with it" than it is to commit the high crime and misdemeanour of saying "Good evening" to a young woman without a proper introduction.

## CANADIAN MARCONI SHARES.

## CHAIRMAN'S WARNING.

## SENSATIONAL COLLAPSE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Dec. 1st. One of the most sensational developments on Wall Street in recent weeks has been the sudden collapse on the curb market of the value of Canadian Marconi \$1 shares.

After bounding up from \$5 to above \$37 at the opening yesterday, the shares, which were as low as \$3 earlier in the year, flopped on the publication of a statement by the Chairman, Sir Joseph Flavell, that they were too high.

By midday they had sunk to \$15.50 and to-day they opened at \$11.

Sir Joseph Flavell is quoted by the *Toronto Financial Post* as saying that when the shares were selling at \$3 he expressed the opinion that the price was too high. He did not know of and he did not anticipate a change which would lead him to alter his opinion. The earnings of the Company in 1928 were estimated at about the equivalent of one penny per share.

## SERVICE NEWS.

At Portsmouth Dockyard on October 31st H.M.S. *Concord* completed fitting out for duty as signal school ship in place of the *Yarmouth*. Before taking up her new duties she is to make a troop-cruise to China, for which the programme is now announced. Leaving Portsmouth on November 17th she will call at Singapore, and arrive at Hong Kong on January 9th.

Captain H. C. Rawlings, D.S.O., has been nominated as the first commanding officer of the new cruiser *Devonshire*. Promotion to Captain was granted him in June, 1925, after he had commanded the air-craft carrier *Pegasus* in China for two years. The *Devonshire* will be his first command as a captain.

The 2nd Battalion, Scots Guards will leave China on February 27th and will be quartered at Warley until the Welsh Guards vacate Chelsea Barracks.

H.M.S. *Enterprise*, Captain H. D. Pridham-Wippell, is about to conclude her present commission, which began in April, 1926, and has included several months' special duty on the China Station. Commander E. G. Stanley, D.S.C., who has been in the submarine branch of the Naval Equipment Department at the Admiralty during the past two years, left England on November 22nd to take command of H.M.S. *Marston* and a group of submarines in China. Commander Stanley in the War was First Lieutenant of submarine E14, with Captain Courtney Boyle, and received the D.S.C. for his share in the operations in the Dardanelles and Sea of Marmora (for which Captain Boyle was awarded the V.C.). In 1915-16 he commanded A11 and C35 on the Belgian Coast, and afterwards took C35 into the Baltic, where he remained until the British submarines were ordered to be destroyed, at the beginning of the revolution, to prevent their falling into the hands of the Bolsheviks. Later he commanded G14, G7, and J5 in the North Sea. After the War he was the first Captain of L56, and from 1922 of M1, subsequently lost with all hands. He was promoted Commander in December, 1925, after commanding the *Alceste*, parent ship.

## JACKIE COOGAN ON THE STAGE.

## PARIS CAPTURED AT FIRST APPEARANCE.

PARIS, Nov. 2nd.

"The Kid" has grown up. Jackie Coogan, now a handsome and vivacious lad of fourteen with his hair plastered back over his fair head like the typical American schoolboy, made his debut on the stage of a Paris music-hall, topping the bill with his father.

The pair were the hit of the evening and received a great reception. Jackie, in a glossy silk hat, beautifully creased check trousers and a smartly cut short black coat, and carrying a stick, danced, sang and recited and made a number of "wise cracks" in French with a strong American accent which were greatly appreciated by the audience.

He showed not the slightest trace of stage-fright and appeared quite at home in front of the *Acropolis*. Father and son brought the house down with their attractive number.

## DEMONSTRATION AT ZAGREB.

## YOUTHS WITH BLACK FLAGS.

## FIGHT NEAR CATHEDRAL.

[THROUGH REUTER'S AGENCY.]

BERLIN, Dec. 1st. The strained relations between the Serbs and the Croats have resulted in a dramatic outburst, followed by a conflict in which two were killed and four seriously injured. The trouble occurred outside the Cathedral at Zagreb, the capital of Croatia, during the ceremonies held throughout Yugoslavia to commemorate the tenth anniversary of the post-war union of Serbs, Croats and Slovenes.

A military guard of honour was drawn up in front of the Cathedral when, at the moment of arrival of the Government representatives, two young men suddenly appeared on the upper part of the edifice and unfolded three black flags, inscribed "June 20th, 1928" (the date when Stephan Raditch was mortally wounded). "December 1st, 1918" (the date of the union which was "being celebrated"). "December 12th, 1918" (when fourteen were killed in a demonstration against the Serbs).

**Cheers For Raditch.**  
The sight of these three daring youths greatly excited the army officers, who drew their swords when the flags were unfurled. The young men then appeared at the Cathedral doors and called for cheers for Raditch and a free Croatia, in which the crowd joined.

The general in command thereupon ordered the dispersal of the crowd and the ringleaders of the demonstration were arrested. The crowd attempted to liberate them from their custodians and in the ensuing collision the above-mentioned casualties were suffered.

## WIRELESS TELEPHONY.

## HOPE OF ALL-EMPIRE SERVICE.

The General Post Office in London is in communication with the Governments of the Australian Commonwealth, South Africa, and India, with a view to bringing the whole of the Empire into wireless telephonic communication with Great Britain.

A telephone service between London and Canada was opened in October, 1927, by a conversation between Mr. Baldwin and Mr. MacKenzie King as part of the Transatlantic Telephone Service, and it has since been extended to include all parts of the provinces of Ontario and Quebec. The success of the Transatlantic Service has given rise to the hope of bringing all parts of the Empire within reach of the human voice.

## Growing Transatlantic Traffic.

To meet the growing traffic of the Transatlantic Telephone Service additional buildings and apparatus are being put up at the Rugby Wireless Station. At present there are two Rugby channels of speech with America. A third transmitter is being provided and it is hoped that it will be ready for service next year. The question of providing a fourth transmitter at a later date is under consideration. Should the communications now passing between the General Post Office and the Governments of the more distant Dominions result in an agreement as to the All-Empire telephone scheme, this additional plant at Rugby will enable experiments to be made which it is expected will ultimately add to the greater links of Empire the link of wireless telephony.

Last March a wireless telephone service between Vancouver and Great Britain was opened constituting the longest commercial telephone link in the Empire. In May Mr. Amery, the Secretary of State for the Dominions, speaking from his room in the House of Commons, had a telephone conversation with Mr. Ormsby-Gore, the Under Secretary, who was in Java. The experiment was arranged by the Dutch Government in order to prove that with the aid of the beam system it was possible to speak from Java to Europe.

## Wireless Telephone Record.

A message received at Croydon Aerodrome from the R.A.F. wireless station at Cairo states that telephone conversations sent out by an air liner which was carrying out experiments with short-wave wireless telephony while flying over England were picked up distinctly in Cairo. This is a world's record in long-distance telephone transmission from an aeroplane in flight. The Cairo station states that they heard the pilot calling and received his message. This feat made the more remarkable by the fact that the power used by the aeroplane was sufficient only to light an ordinary electric lamp.

## CIVILISATION AT A CRISIS.

## CANON DONALDSON ON THE SOCIAL SYSTEM.

## NEW MORAL CONSCIENCE.

[THROUGH REUTER'S AGENCY.]

St. Thomas' Church, Pendleton, was packed when the preacher at the Fellowship Service was Canon F. Lewis Donaldson, of Westminster Abbey. The Rev. S. Proudfoot, the Socialist vicar of Pendleton, announced that the congregation of fully 2,000 included many Labour leaders from surrounding towns. Mr. Ben Tillet, prospective Labour candidate for North Salford, was among those present.

Canon Donaldson said we were witnessing the birth of a new world; we were more than witnesses, we were part of the new birth. Our civilisation had reached a crisis; it had reached the point at which a new force, hidden away, but growing all the while, ignored by ordinary society, found egress. Consciously, this was simply his own opinion. The Great War revealed it, and was partly the cause of it, but not altogether. Things would have happened, but in the light of the conflagration of the Great War we saw what was hidden from us before; it exposed the secret springs of mischief, the very source of wrong to be in those bitter competitions between man and man, group and group, and nation and nation, and which, if pursued, to their logical conclusion would end in a vast international catastrophe.

They could not separate international conditions and politics from national ethics; what national ethics were today, international relationship in politics would be tomorrow. They were in sympathy with the Labour movement were out to transform the social system. They were out for something that should displace the competitive system, that should change the present basis from self-interest to that of service; its methods from competition to co-operation, and its aim, not the making of money, but the making of life and happiness always. To test whether the present system worked or not, Canon Donaldson invited his hearers to consider on the one hand, luxury such as the world had never known before; there was a surfeit of wealth expended very largely, though there were some notable exceptions—in useless ways. Or let them take the two historical basic industries, coal and agriculture, without which modern society would perish. They found 750,000 miners, not simply unemployed, but in a condition of semi-starvation, their clothing ragged and their children needing proper sustenance. In South Wales terror hung over many a household, tottering to its dissolution, the great basic industry being left deliberately by the Government of the day to the tender mercies of competition to revive on its own merits, if it could. Through all the centuries of man's history the agricultural labourer had borne the heat and burden of the day, and his wage to-day represented in pre-war values from 18s. to 25s. a week. He had not been a country rector for nothing!

What other tests could they apply? Liberty! Liberty, indeed, with trusts growing up all around them and industries being syndicated more and more every year. Finance was on the throne, and before its potency capitalists themselves were trembling—ordinary merchants and factory leaders—for they knew in any crisis what the financial magnates had it in their power to do. What alarmed society was the new moral conscience and determination which they perceived among the masses of thinking people in the land. Yet, examined, it was the very hope of society and not its bane; its blessing and not its curse.

"Where would you be without the movement that you call the Labour movement? Imagine it wiped out. Where would you look for inspiration, for renovation of the different systems that we depend on in industry and commerce, in finance, and in diplomacy? I say the movement is the hope of the world. The problem is universal. It belongs increasingly to every society, and so we get a corresponding movement in India, in Japan, and China; you see it in the United States and in Australasia—it is a world movement; and those who understand know that there is in it something that is Divine."

Mr. Winston Churchill was lost for nearly an hour last month in the wilds of Essex. He was on his way to address his constituents at Theydon Bois. The meeting was announced to start at eight o'clock, but it was 8:50 before Mr. Churchill arrived. He dined with Lady Lloyd at Rolls Park, only a few miles away, and should have got to the meeting in ten or twelve minutes, but his chauffeur mistook the road.

Mr. Churchill turned the incident to account by urging the electors not to take the wrong turning at the general election.



## LOCAL FOOTBALL RESULTS.

## HONG KONG POLICE DEFEAT THE QUEEN'S REGT.

## HONG KONG F.C. TAKE FULL POINTS FROM THE ROYAL NAVY.

## SOUTH CHINA WIN AT CAROLINE HILL.

Saturday's game in the Hong Kong League resulted as under:-

## DIVISION I.

|                  |   |                  |   |
|------------------|---|------------------|---|
| Hong Kong F.C.   | 3 | Royal Navy       | 0 |
| Kowloon F.C.     | 3 | Small Units      | 0 |
| Hong Kong Police | 1 | Queen's Regiment | 0 |
| South China "A"  | 1 | Royal Artillery  | 0 |
| China Athletic   | 4 | Club de Recreo   | 4 |

## DIVISION II.

|                                         |            |                     |   |
|-----------------------------------------|------------|---------------------|---|
| R.O.S.B. Reserves                       | 7          | St. Joseph's        | 1 |
| Eastern F.C.                            | 5          | R.A.F.              | 2 |
| Small Units Res.                        | 4          | Club de Recreo Res. | 1 |
| South China "B"                         | 2          | Kowloon F.C. Res.   | 1 |
| South China "A"                         | 1          | R.A. Reserves       | 1 |
| University v. Queen's Regiment Reserves | not played |                     |   |

## HONG KONG LEAGUE TABLES TO DATE.

## DIVISION I.

|                | P. | W. | D. | L. | F. | A. | Pts. |
|----------------|----|----|----|----|----|----|------|
| Queen's Regt.  | 8  | 7  | 0  | 1  | 24 | 7  | 14   |
| South China    | 7  | 6  | 0  | 1  | 18 | 6  | 12   |
| K.O.S.B.       | 6  | 4  | 1  | 1  | 19 | 7  | 9    |
| China Athletic | 6  | 4  | 1  | 1  | 18 | 11 | 9    |
| Club de Rec.   | 7  | 3  | 2  | 2  | 17 | 8  | 8    |
| H.K. Police    | 6  | 3  | 1  | 2  | 13 | 10 | 7    |
| R.A.           | 7  | 3  | 0  | 4  | 12 | 12 | 6    |
| Kowloon F.C.   | 7  | 1  | 3  | 3  | 8  | 13 | 5    |
| Royal Navy     | 8  | 1  | 1  | 6  | 8  | 17 | 3    |
| H.K.F.C.       | 7  | 1  | 1  | 5  | 10 | 27 | 3    |
| Small Units    | 7  | 0  | 0  | 7  | 4  | 29 | 0    |

## DIVISION II.

|                 | P. | W. | D. | L. | F. | A. | Pts. |
|-----------------|----|----|----|----|----|----|------|
| K.O.S.B. Res.   | 8  | 7  | 0  | 1  | 47 | 8  | 14   |
| R. Navy Res.    | 7  | 5  | 1  | 1  | 32 | 8  | 11   |
| China Athletic  | 5  | 5  | 0  | 0  | 15 | 0  | 10   |
| Queen's R. Res. | 5  | 4  | 1  | 0  | 19 | 2  | 9    |
| Eastern F.C.    | 7  | 3  | 2  | 2  | 15 | 8  | 8    |
| R.A.F.          | 9  | 3  | 1  | 5  | 20 | 30 | 7    |
| S. China "B"    | 7  | 3  | 1  | 3  | 11 | 14 | 7    |
| S. China "A"    | 7  | 3  | 1  | 3  | 13 | 17 | 6    |
| Club de Rec.    | 7  | 3  | 0  | 4  | 11 | 25 | 6    |
| Small Units     | 9  | 2  | 1  | 6  | 11 | 35 | 5    |
| University      | 6  | 2  | 0  | 4  | 10 | 14 | 4    |
| St. Joseph's    | 7  | 1  | 2  | 4  | 6  | 15 | 4    |
| Kowloon F.C.    | 7  | 2  | 0  | 5  | 6  | 24 | 4    |
| R.A. Reserves   | 6  | 1  | 1  | 4  | 8  | 30 | 3    |

## NOTES ON THE GAMES.

## H.K. CLUB v. NAVY (A).

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## Half-time.

## H.K. Club

## Navy

The visitors started the second half with a dangerous raid and Edwards brought off a magnificent save from Evans and a moment later robbed Alexander when the latter looked certain scorer. Alexander scored for the Club after a clever run with a low shot which gave Brockman no chance. Goldman added the third goal from a delightful centre from Trambitky. The Navy struggled gamely, but could do nothing right in front of goal and Edwards was undefeated.

## Result.

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## Navy

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## DIVISION I.

|                | P. | W. | D. | L. | F. | A. | Pts. |
|----------------|----|----|----|----|----|----|------|
| Queen's Regt.  | 8  | 7  | 0  | 1  | 24 | 7  | 14   |
| South China    | 7  | 6  | 0  | 1  | 18 | 6  | 12   |
| K.O.S.B.       | 6  | 4  | 1  | 1  | 19 | 7  | 9    |
| China Athletic | 6  | 4  | 1  | 1  | 18 | 11 | 9    |
| Club de Rec.   | 7  | 3  | 2  | 2  | 17 | 8  | 8    |
| H.K. Police    | 6  | 3  | 1  | 2  | 13 | 10 | 7    |
| R.A.           | 7  | 3  | 0  | 4  | 12 | 12 | 6    |
| Kowloon F.C.   | 7  | 1  | 3  | 3  | 8  | 13 | 5    |
| Royal Navy     | 8  | 1  | 1  | 6  | 8  | 17 | 3    |
| H.K.F.C.       | 7  | 1  | 1  | 5  | 10 | 27 | 3    |
| Small Units    | 7  | 0  | 0  | 7  | 4  | 29 | 0    |

## DIVISION II.

|                 | P. | W. | D. | L. | F. | A. | Pts. |
|-----------------|----|----|----|----|----|----|------|
| K.O.S.B. Res.   | 8  | 7  | 0  | 1  | 47 | 8  | 14   |
| R. Navy Res.    | 7  | 5  | 1  | 1  | 32 | 8  | 11   |
| China Athletic  | 5  | 5  | 0  | 0  | 15 | 0  | 10   |
| Queen's R. Res. | 5  | 4  | 1  | 0  | 19 | 2  | 9    |
| Eastern F.C.    | 7  | 3  | 2  | 2  | 15 | 8  | 8    |
| R.A.F.          | 9  | 3  | 1  | 5  | 20 | 30 | 7    |
| S. China "B"    | 7  | 3  | 1  | 3  | 11 | 14 | 7    |
| S. China "A"    | 7  | 3  | 1  | 3  | 13 | 17 | 6    |
| Club de Rec.    | 7  | 3  | 0  | 4  | 11 | 25 | 6    |
| Small Units     | 9  | 2  | 1  | 6  | 11 | 35 | 5    |
| University      | 6  | 2  | 0  | 4  | 10 | 14 | 4    |
| St. Joseph's    | 7  | 1  | 2  | 4  | 6  | 15 | 4    |
| Kowloon F.C.    | 7  | 2  | 0  | 5  | 6  | 24 | 4    |
| R.A. Reserves   | 6  | 1  | 1  | 4  | 8  | 30 | 3    |

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## DIVISION I.

|                | P. | W. | D. | L. | F. | A. | Pts. |
|----------------|----|----|----|----|----|----|------|
| Queen's Regt.  | 8  | 7  | 0  | 1  | 24 | 7  | 14   |
| South China    | 7  | 6  | 0  | 1  | 18 | 6  | 12   |
| K.O.S.B.       | 6  | 4  | 1  | 1  | 19 | 7  | 9    |
| China Athletic | 6  | 4  | 1  | 1  | 18 | 11 | 9    |
| Club de Rec.   | 7  | 3  | 2  | 2  | 17 | 8  | 8    |
| H.K. Police    | 6  | 3  | 1  | 2  | 13 | 10 | 7    |
| R.A.           | 7  | 3  | 0  | 4  | 12 | 12 | 6    |
| Kowloon F.C.   | 7  | 1  | 3  | 3  | 8  | 13 | 5    |
| Royal Navy     | 8  | 1  | 1  | 6  | 8  | 17 | 3    |
| H.K.F.C.       | 7  | 1  | 1  | 5  | 10 | 27 | 3    |
| Small Units    | 7  | 0  | 0  | 7  | 4  | 29 | 0    |

## DIVISION II.

|                 | P. | W. | D. | L. | F. | A. | Pts. |
|-----------------|----|----|----|----|----|----|------|
| K.O.S.B. Res.   | 8  | 7  | 0  | 1  | 47 | 8  | 14   |
| R. Navy Res.    | 7  | 5  | 1  | 1  | 32 | 8  | 11   |
| China Athletic  | 5  | 5  | 0  | 0  | 15 | 0  | 10   |
| Queen's R. Res. | 5  | 4  | 1  | 0  | 19 | 2  | 9    |
| Eastern F.C.    | 7  | 3  | 2  | 2  | 15 | 8  | 8    |
| R.A.F.          | 9  | 3  | 1  | 5  | 20 | 30 | 7    |
| S. China "B"    | 7  | 3  | 1  | 3  | 11 | 14 | 7    |
| S. China "A"    | 7  | 3  | 1  | 3  | 13 | 17 | 6    |
| Club de Rec.    | 7  | 3  | 0  | 4  | 11 | 25 | 6    |
| Small Units     | 9  | 2  | 1  | 6  | 11 | 35 | 5    |
| University      | 6  | 2  | 0  | 4  | 10 | 14 | 4    |
| St. Joseph's    | 7  | 1  | 2  | 4  | 6  | 15 | 4    |
| Kowloon F.C.    | 7  | 2  | 0  | 5  | 6  | 24 | 4    |
| R.A. Reserves   | 6  | 1  | 1  | 4  | 8  | 30 | 3    |

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|                | P. | W. | D. | L. | F. | A. | Pts. |
|----------------|----|----|----|----|----|----|------|
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| South China    | 7  | 6  | 0  | 1  | 18 | 6  | 12   |
| K.O.S.B.       | 6  | 4  | 1  | 1  | 19 | 7  | 9    |
| China Athletic | 6  | 4  | 1  | 1  | 18 | 11 | 9    |
| Club de Rec.   | 7  | 3  | 2  | 2  | 17 | 8  | 8    |
| H.K. Police    | 6  | 3  | 1  | 2  | 13 | 10 | 7    |
| R.A.           | 7  | 3  | 0  | 4  | 12 | 12 | 6    |
| Kowloon F.C.   | 7  | 1  | 3  | 3  | 8  | 13 | 5    |
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| H.K.F.C.       | 7  | 1  | 1  | 5  | 10 | 27 | 3    |
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## DIVISION II.

|                 | P. | W. | D. | L. | F. | A. | Pts. |
|-----------------|----|----|----|----|----|----|------|
| K.O.S.B. Res.   | 8  | 7  | 0  | 1  | 47 | 8  | 14   |
| R. Navy Res.    | 7  | 5  | 1  | 1  | 32 | 8  | 11   |
| China Athletic  | 5  | 5  | 0  | 0  | 15 | 0  | 10   |
| Queen's R. Res. | 5  | 4  | 1  | 0  | 19 | 2  | 9    |
| Eastern F.C.    | 7  | 3  | 2  | 2  | 15 | 8  | 8    |
| R.A.F.          | 9  | 3  | 1  | 5  | 20 | 30 | 7    |
| S. China "B"    | 7  | 3  | 1  | 3  | 11 | 14 | 7    |
| S. China "A"    | 7  | 3  | 1  | 3  | 13 | 17 | 6    |
| Club de Rec.    | 7  | 3  | 0  | 4  | 11 | 25 | 6    |
| Small Units     | 9  | 2  | 1  | 6  | 11 | 35 | 5    |
| University      | 6  | 2  | 0  | 4  | 10 | 14 | 4    |
| St. Joseph's    | 7  | 1  | 2  | 4  | 6  | 15 | 4    |
| Kowloon F.C.    | 7  | 2  | 0  | 5  | 6  | 24 | 4    |
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## DIVISION I.

|  | P. | W. | D |
|--|----|----|---|
|--|----|----|---|



## HONG KONG RACES.

## BOXING EVE WINS ST. ANDREW'S STAKES.

## WINSOME STAG TAKES AUTUMN CHAMPIONS.

[By EARLY BIRD.]

The concluding meeting of the 1928 Racing Season was held at Happy Valley on Saturday afternoon, in the presence of a large crowd of racegoers.

Mr. "Eve's" candidate who has been running with great success throughout the season successfully carried off the St. Andrew's Cup after an exciting finish with *Coo's Bay* and *Pickle*.

*Winsome Stag*, the property of Mr. Chan Tin Sion, succeeded in annexing the Autumn Champions from *One Third*, the only other starter. Mr. Chan is a very popular Chinese sportsman and was the recipient of many congratulations from his friends on his success in his first year of racing.

*Mowgli*, Messrs. Stanton and Reidy's little wonder, nearly succeeded in winning the "B" Class Handicap, after a rattling good race with the *Duke of Nieblung* the verdict was a dead heat which was good for the supporters of both ponies as they paid a handsome dividend.

Mr. R. H. Charles was the most successful rider at the meeting with two wins, one second and two thirds.

The course was in very good condition which allowed some fairly good times to be registered. As there will be an interval of three months before the Annual Meeting I have no doubt an effort will be made to complete the repairs to the nullah which in its present state has been both disagreeable and inconvenient for some considerable time.

## THE RACING.

## Glasgow Handicap "A" Class.

Only two starters faced the flag for the opening event. *San Francisco* and *O'Moon* who are considered two of our crack speedsters. The connections of the last named laid the money on thick and hard in this event and bet as if it was a dead certainty but a little brain work on the part of the rider of *San Francisco* had the effect of knocking a hole in the calculations of the confident backers of the little iron grey. The winner drew the inside berth (which is of vital importance, in a race of this kind) and, springing out into the lead at the fall of the flag, waited for the grey to come alongside after which everything in the garden was lovely. Wong tried very hard to get the rail but there was nothing doing as Charles went up when he made a forward movement and back when Wong tried to pull in behind.

The finish was most exciting with *San Francisco* declared the winner by the small margin of a head.

## Glasgow Handicap "C" Class.

A baker's dozen faced the flag for event number two and after an indifferent start the field began to string out with *Fook Shau*, *Boukka* and *Ace of Spades* in command till opposite the rock when the leader made an effort to get into Wong-neichong Road. Brought back into the race again he eventually ambled in amongst the also rans. *Boukka* must be a bad lad as he seemed to have the race well in hand coming into the straight but he fazed out and eventually joined the rear guard. *May* who had been lying very handy to command a forward movement at the incline was badly hampered by being jammed on entering the straight. *Perpetual Motion* nicely handled by Mr. Clark came from the clouds in the vicinity of the mile post and striding along strongly succeeded in winning by one and a half lengths from *May* who held *Siang River* a further half length in rear.

## Glasgow Handicap "B" Class.

It is bad enough to lose your money on a pony who is not good enough, but it is adding to the troubles of owners when a cranky brute is allowed to spoil a well behaved horse's chance at the starting post. *Sunning* who was a hot favourite for this was nastily kicked at the starting post and got a very bad start which forced her to run on the outside of the field till well past the rock. *Mowgli* who were well away at flag fall were very prominent throughout the race. *The Haugh* according to custom set a rattling good pace for a few furlongs but when overhauled threw up the sponge and died in his rider's hands. Entering the straight the *Duke* was leading, followed closely by *Mowgli* who was making a strong fight to get on terms with the leader which he did just as the winning post was reached. A dead heat was the result between the *Duke of Nieblung* and *Mowgli*, with *Sunning* two lengths away third.

## St. Andrew's Stakes.

*Boxing Eve* won the St. Andrew's Cup after a ding dong contest with the *Coo's Bay* after having been held at the start of the field for half the distance.

## THE RESULTS.

## 1.—Glasgow Handicap "A" Class:

## Six Furlongs.

For China ponies.

Mr. H. P. White's *San Francisco*, 160 lbs. (Mr. Charles) 1Mr. Moon's *O'Moon*, 145 lbs. (Mr. T. L. Wong) 2

Time: 1 min. 32secs.

won by a head.

Pari-mutuel:—

Winner: \$10.70.

Places: 1st, \$11.70.

Winner. Places.

*O'Moon* ..... 274 60*San Francisco* ..... 108 37

## 2.—Glasgow Handicap "C" Class:

## Six Furlongs.

For China ponies. 1st prize \$400;

2nd prize \$150; 3rd prize \$100.

Mr. Gordon Mackie's *Perpetual Motion*, 146 lbs. (Mr. Clark) 1Mrs. R. H. Charles's *May*, 158 lbs. (Mr. Charles) 2Dr. F. Pierce's *Grove's Siang River*, 143 lbs. (Mr. Reidy) 3Also ran:—As You Like It, 161 lbs. (Mr. Harriman); *Boukka*, 155 lbs. (Mr. Stanton); *Westlake*, 155 lbs. (Mr. Backhouse); *Ullawater*, 153 lbs. (Mr. T. L. Wong); *Ace of Spades*, 150 lbs. (owner); *Moanwhile*, 150 lbs. (Mr. Botelho); *Duke of Artagnan*, 147 lbs. (Mr. Sherman); *Grey Eyes*, 143 lbs. (Mr. Wa); *Fook Shau*, 141 lbs. (Mr. Proulx); *Little Darling*, 149 lbs. (Mr. McCartney).

Time: 1 min. 36.4secs.

Won by one and a length; half a length between second and third.

Pari-mutuel:—

Winner: \$90.50.

Places: 1st, \$23.90; 2nd, \$9.80; 3rd, \$23.80.

Winner. Places.

*Ullawater* ..... 137 238*Boukka* ..... 120 188*May* ..... 116 238*As You Like It* ..... 113 238*Ace of Spades* ..... 88 104*Westlake* ..... 40 90*Siang River* ..... 38 73*Perpetual Motion* ..... 32 69*Grey Eyes* ..... 13 32*Moanwhile* ..... 11 19*Duke of Artagnan* ..... 10 17*Fook Shau* ..... 9 34*Little Darling* ..... 7 12

## 3.—Glasgow Handicap "B" Class:

## Six Furlongs.

For China ponies. 1st prize \$400;

2nd prize \$150; 3rd prize \$100.

Messrs. Stanton and Reidy's *Mowgli*, 154 lbs. (Mr. Reidy) 1Messrs. K. C. Lau and H. C. Lee's *Duke of Nieblung*, 148 lbs. (Mr. T. L. Wong) 2Mr. N. Hashim's *Sunning*, 150 lbs. (Mr. Charles) 3Also ran:—The Farmer, 153 lbs. (Mr. da Roza); *Skipper*, 155 lbs. (Mr. Liang); *Fanning Stag*, 152 lbs. (Mr. Harriman); *Dampbo*, 152 lbs. (Mr. Shillington); *Wuchang*, 153 lbs. (Mr. Fontes); *Twilight Eve*, 145 lbs. (Mr. Clark); *Veloz*, 140 lbs. (Mr. Backhouse); *The Haugh*, 141 lbs. (Mr. Proulx).

Time: 1 min. 35.3secs.

Dead heat; two lengths.

Pari-mutuel:—

Winner: (Duke of Nieblung), \$34; (Mowgli), \$14.60.

Places: 1st (Duke of Nieblung), \$10.80; 1st (Mowgli), \$12; 3rd, \$6.60.

Winner. Places.

*Sunning* ..... 446 588*Mowgli* ..... 190 140*Fanning Stag* ..... 144 273*Twilight Eve* ..... 66 113*The Haugh* ..... 65 111*Duke of Nieblung* ..... 63 171*Skipper* ..... 53 109*Wuchang* ..... 33 74*Veloz* ..... 14 44*The Farmer* ..... 13 20*Dzingbo* ..... 7 18

## 4.—St. Andrew's Stakes:

## 1 1/2 Miles.

\$500 with a cup presented. For China ponies. Weight for inches as per scale. Winners of one race, 5 lbs. penalty; of two races, 10 lbs. penalty; of three or more races, 15 lbs. penalty. Subscription griffins of this Club of this season allowed 5 lbs. 2nd prize \$300; 3rd, \$150.

Mr. Eve's *Boxing Eve*, 158 lbs. (Mr. Charles) 1Mr. L. Dunbar's *Coo's Bay*, 168 lbs. (Mr. da Roza) 2Hon. Mr. A. C. Hynes and C. Gordon Mackie's *Pickle*, 163 lbs. (Mr. Clark) 3Also ran:—Mongolian Stag, 163 lbs. (Mr. T. L. Wong); *Chamal*, 163 lbs. (Mr. Harriman).

Time: 3 mins. 15.4secs.

Won by half a length; half a length between second and third.

Pari-mutuel:—

Winner: \$8.60.

Places: 1st, \$8.60; 2nd, \$8.10.

Winner. Places.

*Boxing Eve* ..... 633 522*Pickle* ..... 241 284*Coo's Bay* ..... 219 278*Mongolian Stag* ..... 129 133*Chamal* ..... 37 87

## 5.—Lanark Handicap "B" Class:

## One Mile.

For China ponies. 1st prize \$400;

2nd prize \$150; 3rd, prize \$100.

Mr. Loo Cheuk Suen's *U-Un II*, 153 lbs. (Mr. Proulx) 1Messrs. Stanton and Reidy's *Aristophanes*, 152 lbs. (Mr. Reidy) 2Seth's *Erasthile*, 153 lbs. (Mr. Wong) 3Also ran:—Bright Prospect, 159 lbs. (Mr. da Roza); *Spinner*, 155 lbs. (Mr. Stanton); *Nara Stag*, 152 lbs. (Mr. Harriman); *Tarzan*, 149 lbs. (Mr. Clark); *Full Moon*, 146 lbs. (Mr. Liang); *Caesar*, 140 lbs. (Mr. Backhouse).

Time: 2 mins. 09.35secs.

Won by a head; two lengths and a half between second and third.

Pari-mutuel:—

Winner: \$214.50.

Places: 1st, \$21.70; 2nd, \$10.60; 3rd, \$6.60.

Winner. Places.

*Erasthile* ..... 507 641*Aristophanes* ..... 153 193*Nara Stag* ..... 194 304*Tarzan* ..... 128 192*Bright Prospect* ..... 118 217*Full Moon* ..... 13 21*U-Un II* ..... 25 63*Caesar* ..... 33 45*Spinner* ..... 21 48

## CASH SWEEPS.

## ALL THE LUCKY NUMBERS.

Below are given all the lucky numbers in the Cash Sweeps:—

Race 1.

No. 79 ..... \$310.00

No. 101 ..... 273.00

Race 2.

No. 208 ..... \$734.00

No. 308 ..... 224.00

No. 243 ..... 112.00

Unplaced runners \$50 each:—

Nos. 123, 324, 303, 287, 289, 110, 31, 183, 287, 183.

Race 3.

No. 393 ..... \$451.60

No. 34 ..... 651.60

No. 6 ..... 144.80

Unplaced runners \$50 each:—

Nos. 241, 334, 392, 237, 389, 30, 85, 419.

Race 4.

No. 58 ..... \$2,345.60

No. 241 ..... 641.60

No. 68 ..... 330.90

Unplaced runners \$100 each:—

Nos. 338, 103.

Race 5.

No. 153 ..... \$1,358.00

No. 111 ..... 388.00

No. 137 ..... 104.00

Unplaced runners \$50 each:—

Nos. 258, 197, 273, 152.

Race 6.

No. 393 ..... \$451.60

No. 34 ..... 651.60

No. 6 ..... 144.80

Unplaced runners \$50 each:—

Nos. 241, 334, 392, 237, 389, 30, 85, 419.

Race 7.

No. 58 ..... \$2,345.60

No. 241 ..... 641.60

No. 68 ..... 330.90

Unplaced runners \$100 each:—

Nos. 338, 103.

Race 8.

No. 153 ..... \$1,358.00

No. 111 ..... 388.00

No. 137 ..... 104.00

Unplaced runners \$50 each:—

Nos. 258, 197, 273, 152.

Race 9.

No. 393 ..... \$451.60

No. 34 ..... 651.60

No. 6 ..... 144.80

Unplaced runners \$50 each:—

Nos. 241, 334, 392, 237, 389, 30, 85, 419.

Race 10.

No. 58 ..... \$2,345.60

No. 241 ..... 641.60

No. 68 ..... 330.90

Unplaced runners \$100 each:—

Nos. 338, 103.

Race 11.

No. 153 ..... \$1,358.00

No. 111 ..... 388.00

No. 137 ..... 104.00

Unplaced runners \$50 each:—

Nos. 258, 197, 273, 152.

Race 12.

No. 393 ..... \$451.60

No. 34 ..... 651.60

No. 6 ..... 144.80

Unplaced runners \$50 each:—

Nos. 241, 334, 392, 237, 389, 30, 85, 419.

Race 13.

No. 58 ..... \$2,345.60

No. 241 ..... 641.60

No. 68 ..... 330.90

Unplaced runners \$100 each:—

Nos. 338, 103.

Race 14.

No. 153 ..... \$1,358.00

No. 111 ..... 388.00

No. 137 ..... 104.00

Unplaced runners \$50 each:—

Nos. 258, 197, 273, 152.

Race 15.

No. 393 ..... \$451.60

No. 34 ..... 651.60

No. 6 ..... 144.80

Unplaced runners \$50 each:—

Nos. 241, 334, 392, 237, 389, 30, 85, 419.

Race 16.

No. 58 ..... \$2,345.60

No. 241 ..... 641.60

No. 68 ..... 330.90

Unplaced runners \$100 each:—

Nos. 338, 103.

Race 17.

No. 153 ..... \$1,358.00

No. 111 ..... 388.00

No. 137 ..... 104.00

Unplaced runners \$50 each:—

Nos. 258, 197, 273, 152.

Race 18.

No. 393 ..... \$451.60

No. 34 ..... 651.60

No. 6 ..... 144.80

Unplaced runners \$50 each:—

Nos. 241, 334, 392, 237, 389, 30, 85, 419.

Race 19.

No. 58 ..... \$2,345.60

No. 241 ..... 641.60

No. 68 ..... 330.90

Unplaced runners \$100 each:—

Nos. 338, 103.

Race 20.

No. 153 ..... \$1,358.00

No. 111 ..... 388.00

No. 137 ..... 104.00

Un



## DOCKYARD R.C.

COMMODORE PRESENTS  
SPORTS PRIZES.

A FAREWELL GIFT.

CORDIAL RELATIONS WITH  
THE NAVY EMPHASISED.

"The cordial relations between the ships on the China Station and the Dockyard have been very marked. I trust you will keep these cordial relations going in the coming year."

This was the keynote of a valedictory speech delivered by Commodore J. L. Pearson, R.N., C.M.G., at the Dockyard Recreation Club on Saturday evening of the occasion of the annual distribution of sports prizes won during the past season. The Club-house, which was prettily decorated, with the Union Jack occupying a prominent place above the improvised stage, proved rather small for the very large gathering. The President of the Club, Mr. H. L. Mackenzie, Naval Armament Store Officer, occupied the chair, and supporting him, in addition to the Commodore, were Commander Phillips, Engineer-Captain W. Michell, Chief Constructor S. R. Tickner, Navy Store Officer Hayward, Lieut.-Comdr. Bridge, Lieut. L. T. Matthias, Constructor, W. J. Holt, Assistant Constructor, Surgeon Lieut.-Comdr. Hunt, and Mr. W. J. Bickford, Vice-President of the Club.

On being called upon to distribute the sports prizes (a list of which is given below), the Commodore expressed his pleasure at being present there that evening, as that was the last occasion he would be there as he was leaving for Home this week. He would like to take that opportunity of thanking all the officers of the Dockyard for their work during the year. It had been a very strenuous time for all concerned, but there had been practically no overtime and there had been no breakdowns and no failures. And that record had been accomplished in spite of the presence of the First Cruiser Squadron! He had noticed that, in a letter to the papers, someone had asserted that the advent of the First Cruiser Squadron had thrown an additional work on the Dockyard, but they would know whether that was so or not. There was another point he would like to mention. The cordial relations between the ships on the Station and the Dockyard had been very marked. Only lately a Captain had told him that that was the best Dockyard he had ever been in touch with. He was not sure as to what he (the Captain) exactly meant, or whether all his legitimate requirements had been fully met—but (laughter)—but there again they would know better than he! (Laughter). He should like before leaving to wish all success to the Dockyard Recreation Club and to them all personally. He hoped that they would all enjoy a Merry Christmas and a Happy New Year, and that they would keep the cordial relations between the ships on the Station and the Dockyard going in the coming year. (Applause.)

## The Club.

The President of the Club paid a striking tribute to the manner in which the Club had been run. He was only the Chairman and the real work had been done by their officials and Committee, to whom they were all very much indebted. On behalf of the Club he had to thank the Commodore most cordially for the great interest he had always taken in the Club. As they knew, the Commodore and Mrs. Pearson had graced their sports gathering and children's parties with their presence, which they greatly appreciated. Moreover, he had the utmost pleasure in intimating that the Commodore had just given him a cheque for \$50 for the Club. (Applause.) That donation been given without any restrictions, and the Committee would have to decide on the best use to which it could be put. They all regretted the forthcoming departure of the Commodore as it would not be possible for any of them—at least very few indeed—to serve under him again in the future. In conclusion he thanked the Commodore, in the name of the Club, for his practical interest in the Club and his kind wishes for a pleasant voyage and for all possible success and happiness in the future. (Applause.)

(Continued on next column.)

VARSITY RELAY  
RACES.

AN OXFORD VICTORY.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1st.  
In the inter-Varsity relay races at Cambridge Oxford University beat Cambridge University by four events to three.

## BILLIARDS.

CHINESE AND EUROPEAN  
Y.M.C.A.'s MATCH.

On Friday night at the Chinese Y.M.C.A. a return billiards match was played against the European Y.M.C.A. This was a friendly match not included in any league, and was a part of the programme for the promotion of international fellowship which is being carried out by these two organizations. The Chinese Y.M.C.A. won fairly easily after a most sporting and interesting contest.

Individual scores:—European Y.M.C.A.: Ponsford 150, Hillier 118, Taylor 128, Fogwell 138, Pyle 99, Walker 94, total 737. Chinese Y.M.C.A.: Cheuk Toon Chuan 167, Wong Wai Lim 150, Ho Yin Lau 150, Leung Ka Chan 150, Yeung Pak Lin 150, Lo Han Kau 150, total 867.

Best Breaks: Ponsford, 26; Wong Wai Lim, 28.

An enjoyable musical entertainment was provided in the course of the evening by a number of members of the Club and by the Thracian Party. The artists included Mrs. Lockhart (songs), Mr. and Mrs. White (songs and duets), Mr. Hull (humorous songs, conjuring, and selections on one-stringed fiddle), Mr. Walsh (songs), Mr. Jones (songs), Mr. Gill (recitation), and the Thracian Quintette (sketch, "The Coffee Stall").

Votes of thanks to the Commodore for presenting the prizes and to the artists who contributed to the programme were awarded at the instance of Mr. Bickford, the proceedings terminating near midnight with the singing of the National Anthem.

## THE PRIZE LIST.

## Shooting.

Championship, Mr. W. Cook; Runner-up, Mr. Wickenden.

Officers' Challenge Cup, Mr. W. Cook; Runner-up, Mr. Latham.

Handicap Cup, Mr. Wickenden; Runner-up, Mr. Dawson.

Miniature Cup, Mr. Murgatroyd.

[Mr. Cook has won the Club Championship and Officers' Challenge Cup for four consecutive years. Messrs. Cook and Young were selected to represent the Colony in the Interport contests.]

## Tennis.

Club Championship, Mr. W. E. Crocker; Runner-up, Mr. L. Luck.

Men's Singles Handicap, Mr. L. Luck; Runner-up, Mr. C. R. Spittley.

Men's Doubles Handicap, Messrs. Hallahan and Jones; Runners-up, Messrs. Matthews and Wimbles.

Ladies' Singles Handicap, Mrs. Gull; Runner-up, Mrs. Fankhurst.

Tennis League, Mrs. Gull and Mr. Luck; Runners-up, Mrs. Jacobson and Mr. Moore.

## Swimming.

Club Championship, Mr. R. Jones.

Undress and Dress Race, Mr. J. Alford.

Ladies' Handicap, Miss M. George.

[Miss George was second in the recent ladies' race across the Harbour.]

Notch Cup, Mr. R. Reeves.

Duck Hunt 2 in number, Messrs. H. Owens and L. Faulkner.

Musical Lifebuoys, Mr. L. Faulkner.

Inter-departmental Relay, 3 in No., Messrs. W. B. Holt, A. B. Serridge, and R. Harvey.

Greasy Pole, Mr. L. Faulkner.

Obstacle Race, Mr. R. Blacklock.

Dockyard Derby, Mr. R. Jacobson.

## Billiards.

Club Handicap: Winner, Mr. F. J. Jones; Runner-up, Mr. H. M. Griffiths.

Snooker Handicap: Winner, Mr. A. A. Lewis; Runner-up, Mr. H. Beer.

[Mr. Jones has made breaks of over 100 in the Club on five occasions (viz.—128, 117, 116, 110, and 105). The D.R.C. were the runners up in the Steel Coulson Billiard League. The team included Messrs. Jones, Spittley, Lewis, Arm, Bell Bennett, and Sullivan.]

## Departmental Shield.

1925. Won by C.E. Department.

1926. " " C.D. " "

1927. " " C.E. " "

1928. " " C.D. " "

1929. " " C.D. " "

## YACHTING.

NINETEEN CRAFT ENTER  
FOR CHALLENGE CUP.

There were nineteen shells competing for the Challenge Cup of the Royal Hong Kong Yacht Club on Saturday. The wind was favourable and the boats all came home in good time.

The Handicap Class started out at 2.35 p.m., the Gaels at 2.30 p.m. and the Heyward-Heys at 2.35 p.m. There were also three other yachts taking part in a separate race, starting out at 2.40 p.m. and the surprise was that they actually finished the same course earlier than some of the previous starters.

The results are given below:

| Handicap Class.      |                 |
|----------------------|-----------------|
| Finish—Correcting    |                 |
| Diana (5th) .....    | 4.13.50 4.12.30 |
| Cullen (2nd) .....   | 4.13.01 4.07.05 |
| Rolla (3rd) .....    | 4.09.20 4.09.20 |
| Falcon (6th) .....   | 4.23.31 4.16.06 |
| La Linda (1st) ..... | 4.10.50 4.03.23 |
| Dorothea (4th) ..... | 4.17.11 4.11.15 |

Gael Class.

|                       |                 |
|-----------------------|-----------------|
| Finish—Correcting     |                 |
| Pierrette (2nd) ..... | 4.32.07 4.38.34 |
| Viking (3rd) .....    | 4.47.19 4.37.43 |
| Joan (1st) .....      | 4.24.03 4.25.07 |

Heyward-Heys.

|                        |                 |
|------------------------|-----------------|
| Finish—Correcting      |                 |
| Why Wonder (5th) ..... | 4.41.25 4.41.25 |
| Wings (6th) .....      | 4.42.25 4.42.25 |
| Bluenose (1st) .....   | 4.33.47 4.33.47 |
| Boojum (3rd) .....     | 4.36.49 4.36.49 |
| Speedwell (2nd) .....  | 4.33.18 4.33.18 |
| Zephyr (4th) .....     | 4.43.55 4.43.00 |
| Lola (7th) .....       | 4.49.15 4.43.32 |

Separate Race.

|                       |                 |
|-----------------------|-----------------|
| Finish—Correcting     |                 |
| Albatross (1st) ..... | 4.40.38 4.40.38 |
| Daphne (2nd) .....    | 4.42.30 4.42.30 |
| Haleyon (3rd) .....   | 4.44.49 4.44.49 |

## THE CLUB &amp; NAVY.

## YESTERDAY'S RESULTS.

The Club & Navy races were sailed yesterday and resulted in a win for the Navy by 142 points to 131.

In the morning race (preparatory gun 11.05 a.m., starting gun 11.10 a.m.) the course was:—Start: Club Line West to East, Channel Rocks (P), Kowloon Rock (S), Channel Rocks (S), Mark on Line (S), Cust Rock, Buoy (S), Finish: Club Line West to East. Distance: 6.8 miles.

In the afternoon race (preparatory gun 2.50 p.m., starting gun 2.55 p.m.) the course was:—Start: Club Line West to East, Channel Rocks (P), Cust Rock, Buoy (S), Kowloon Rock (S), Finish: Club Line East to West. Distance: 6.3 miles.

The Royal Navy Yachts flew a red cross on a white ground and the Royal Hong Kong Yacht Club a white cross on a blue ground in the morning and vice versa in the afternoon.

Yachts were drawn for before the morning race and the yachts sailed by the Royal Navy in the morning were sailed by the Club in the afternoon.

## The Officials.

Officers of the Day:—Mr. A. L. Shields (Commodore R.H.K.Y.C.), Lt.-Comdr. T. H. Drummond.

Sailing Committee:—J. H. K. Y. C. Official Time Keeper:—Chief Yeoman of Signals J. Swetland.

## MORNING RACE.

The results of the morning race were:—

| ROYAL NAVY. |         |
|-------------|---------|
| Finished.   | Points. |
| Y1 .....    | 4 13    |
| Y2 .....    | 2 15    |
| Y3 .....    | 1 17    |
| Y4 .....    | 8 9     |
| G1 .....    | 12 6    |
| G2 .....    | 14 3    |
| G3 .....    | 13 4    |
| G4 .....    | 11 6    |
| G5 .....    | 10 7    |

## ROYAL HONG KONG YACHT CLUB.

| Finished. | Points. |
|-----------|---------|
| G2 .....  | 7 10    |
| Y8 .....  | 16 1    |
| Y9 .....  | 8 9     |
| Y4 .....  | 6 11    |
| Y2 .....  | 3 14    |
| Y3 .....  | 15 2    |
| G4 .....  | 5 12    |
| G6 .....  | 9 8     |
| Y6 .....  | 6 7     |

## Afternoon Race.

| ROYAL NAVY. |         |
|-------------|---------|
| Finished.   | Points. |
| G2 .....    | 3 14    |
| Y8 .....    | 15 2    |
| Y2 .....    | 2 15    |
| Y4 .....    | 9 8     |
| Y4 .....    | 4 13    |
| G4 .....    | 12 5    |
| G6 .....    | 8 9     |
| Y6 .....    | 11 6    |
| Y6 .....    | 7 10    |

## ROYAL HONG KONG YACHT CLUB.

| Finished. | Points. |
|-----------|---------|
| Y1 .....  | 6 11    |
| Y3 .....  | 1 17    |
| Y2 .....  | 2 15    |
| Y4 .....  | 8 9     |
| G3 .....  | 13 4    |

(Continued at foot of next column.)

## BOXING TOURNEY.

HALL KNOCKS OUT  
CASTLE.FRASER AND MOORE FIGHT  
STOPPED.

The second boxing tournament held under the auspices of the Hong Kong Boxing Association was staged on Saturday night. Although nothing spectacular was seen, the contestants gave a very good account of themselves.

The event of the evening was Leading Seaman Hall's splendid knock-out against Castle. The fight between Fraser and Moore was stopped when it became obvious that Moore was getting more than he could stand.

The evening's programme opened with Pte. Hume (120 lbs.) of the R.O.S.B., facing Stoker Hingworth (135 lbs.) of H.M.S. Titania. This bout was nothing out of the ordinary. The soldier proved himself superior right from the start and Hingworth had to throw up the sponge after the second round.

Carney v. Yarnell.  
About the best fight of the evening was seen when Pte. Carney (150 lbs.) and Stoker Yarnell (140 lbs.) took the ring. It was a ding-dong battle right from the start.

Both fighters went for a knock-out, but Yarnell had a splendid defence. He earned the verdict on points, but a draw would have been a better decision in a good many people's opinion.

Fraser v. Moore.

The big fight of the evening in the Welterweight Class was staged just after the interval between Marine Fraser of H.M.S. Tamar and A.B. Moore, of the Commerce Land. The scheduled bout was 10 rounds, but Moore checked in the sponge after the third round. It was a thrilling battle from the start and Fraser was having given double what he received.

Hall v. Castle.

Castle was no match for Hall in their fight for the middleweight honours.

Hall scaled at 136 lbs. and Castle weighed in at 134 lbs. Hall started on the aggressive from the time when the gong sounded. Castle did his best to put up a good defence but to no avail. Hall penetrated his guard times without number and succeeded in sending his man to sleep in the seventh round with a dandy solar plexus.

Chamberlain v. Woolley.

A.B. Chamberlain (149 lbs.) and Pte. Woolley (150 lbs.) exchanged gloves in the Middleweight Class. Neither contestants had much ringcraft but Chamberlain by bull dog persistence earned the decision after a hard slugging affair.

McDonnell v. Lunnox.

A.B. Lunnox (119 lbs.) secured the verdict against Bandman McDonnell in a six round contest. Both men tried for the knock out and at one stage McDonnell looked like the winner but the doughty Scotsman turned the tables in the last two rounds and when the gong sounded he was declared the winner.

## LESSON SERMON.

FIRST CHURCH OF CHRIST,  
SCIENTIST, HONG KONG.

"Ancient and modern necromancy, alms mesmerism and hypnotism, denounced" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, December 2nd.

The Golden Text was, "Can any hide himself in secret places that I shall not see him? saith the Lord. Do not I fill heaven and earth? saith the Lord" (Jeremiah 23: 24).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "Not every one that saith unto me, Lord, Lord, shall enter into the kingdom of heaven: but he that doeth the will of my Father which is in heaven. Many will say to me in that day, Lord, Lord, have we not prophesied in thy name and in thy name have cast out devils? and in thy name done many wonderful works? And then will I profess unto them, I never knew you: depart from me, ye that work iniquity" (Matt. 7: 21-23).

The Lesson-Sermon also included the following passages from the Christian Science textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy: "As named in Christian Science, animal magnetism or hypnotism is the specific term for error, or mortal mind. It is the false belief that mind is in matter, and is both evil and good; that evil is as real as good and more powerful. This belief has not one quality of Truth" (p. 103).

|          |      |
|----------|------|
| Y6 ..... | 14 3 |
| G2 ..... | 5 12 |
| G1 ..... | 10 7 |

Total:—Royal Navy, 142; Royal Hong Kong Yacht Club, 131.

## REGISTERED DESIGNS.

ORDINANCE FOR THEIR  
PROTECTION.REGULATIONS APPROVED BY  
CHAMBER OF COMMERCE.

It is proposed to introduce at the next meeting of the Legislative Council an ordinance to protect the registered proprietor of any design registered in the United Kingdom.

The "Objects & Reasons" state that this Ordinance is one of three alternative drafts of Ordinances, which have been suggested for adoption in this Colony by the Right Honourable the Secretary of State for the Colonies, and is the one of the three forms of suggested Ordinances which has been approved by the Hong Kong General Chamber of Commerce.

The object of this Ordinance, as appears from section 2 thereof, is to ensure to the registered proprietor of any design registered in the United Kingdom under the Patents and Designs Acts 1907, and 1919, or any Act amending or substituting for those Acts, the like privileges and rights as though the certificate of registration in the United Kingdom had been issued with an extension to this Colony.

By section 3 of this Ordinance, whilst an injunction is obtainable in every case not falling within section 4 where any infringement of copyright in a design is proved, no damages are recoverable against an innocent infringer of any design.

By section 4 the Supreme Court is empowered to make a declaration that exclusive privileges and rights in a design have not been acquired in this Colony, under the provisions of this Ordinance, by reason of the existence of grounds which would justify the United Kingdom registration being cancelled, under the law for the time being in force in the United Kingdom.

MINISTER CAUSES GAS  
"EXPLOSION."

AN ANGRY PROTEST.

Sir David Milne Watson, governor of the Gas Light and Coke Company, London, has strongly protested against a speech by Col. Wilfred Ashley, Minister of Transport, at the opening of the new Cobden Bridge, Southampton, in which he referred to the future of electricity.

Sir David was, chairman at a luncheon, at the Beckton works of the Gas Light and Coke Company, to members of the Coke Oven Managers' Association. He quoted from Colonel Ashley's speech, in which the Minister urged the extension of the use of electricity in England, because of the immense saving of labour—particularly to women—which would result from the employment of electrical appliances in the home.

"I desire to protest," said Sir David, "with all the emphasis in my power. We do not object to competition. We do not object to anyone boosting electricity—that is to say, anyone directly connected with the business. But we do protest in the most emphatic manner against Ministers of the Crown using language such as that, and trying to boost one industry at the expense of another."

"Government Taking Sides."

"It is not fair play, and it is not fair to the great industries of coke and gas that the Government should take sides in this matter. We are perfectly friendly with the electricity industry, and use a great deal of electricity in our works, but it is a different thing for anyone such as the Minister of Transport using his great position to advertise electricity."

Mr. R. Ray, president of the Coke Oven Managers' Association, associating himself with Sir David's remarks, said that frequently they saw speeches reported in the Press by competent and sometimes by incompetent individuals regarding electricity. (Continued on next column.)

DIPLOMAT TO WED SHOP  
GIRL.FATHER CABLES FOR AN  
EXPLANATION.

New York, Oct. 26th.

A romance between a wealthy Englishman and a New York business girl was revealed last month by the New York American, which announced that Miss Betty McCormick, a pretty blonde shop assistant, will become the bride of Mr. J. R. Lawson-Johnston, formerly honorary attaché at the British Embassy, Washington.

Miss McCormick met Mr. Lawson-Johnston when he was on a trip to New York a few months ago, and, according to her mother, it was a case of love at first sight.

There is no one more surprised at the reported engagement than Mr. Lawson-Johnston's father, who is a member of a firm of City stock-brokers.

The first intimation he had was the statement announcing the wedding day. Mr. Lawson-Johnston cabled to his son in New York, but up to a late hour yesterday he had received no reply.

Mr. J. R. Lawson-Johnston is a nephew of Sir George Lawson-Johnston, the chairman of Bovril, Ltd., who confessed to a representative of the Daily Express last night that the cabled message from New York was "Greek" to him. "I am completely in the dark," he said.

Mr. J. R. Lawson-Johnston is about twenty-six years of age and is an all-round athlete, playing lawn tennis, Rugby football, and cricket.

His favourite hobby is motor racing, and he has taken part in races at Brooklands on several occasions. He was educated at Eton and Harvard.

"But that it should be boosted exclusively," continued Mr. Ray, "by members of the Government to the detriment of our industries is not playing a white man's game."



YOU can always be sure of getting out of the non-refillable bottle just what originally went into it. "Johnnie Walker"—the Scotch Whisky of guaranteed purity and maturity, of world-wide reputation for unvarying quality. It's well worth while to make sure of

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WALKER**

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Still going Strong

When you pour from this bottle  
the bottle quickly empties  
while clean, and the whisky  
will flow freely. Do not shake  
the bottle while the whisky is  
flowing.

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& CO., LTD.,  
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The Sunshine Belt via Honolulu  
Fortnightly sailings on Tuesdays

Pres. Lincoln ... Tues, Dec. 4th, 8 a.m.  
Pres. Madison ... Tues, Dec. 18th  
Pres. Jackson ... Tues, Jan. 1st  
Pres. McKinley ... Tues, Jan. 15th

To Seattle and Victoria  
The Short, Straight Route to America  
Fortnightly sailings on Tuesdays

Pres. Cleveland ... Tues, Dec. 11th  
Pres. Pierce ... Tues, Dec. 25th  
Pres. Taft ... Tues, Jan. 8th  
Pres. Jefferson ... Tues, Jan. 22nd

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### Europe and New York Direct

Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Monroe ... Sun, Dec. 16, 8 a.m.  
Pres. Wilson ... Sun, Dec. 30, 8 a.m.  
Pres. Van Buren ... Sun, Jan. 13, 8 a.m.

To Manila  
Pres. Cleveland ... Dec. 4th, 6 p.m.  
Pres. Madison ... Dec. 8th, 6 p.m.  
Pres. Pierce ... Dec. 18th, 6 p.m.

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COPENHAGEN.

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loading on or about  
15th December

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PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM,  
HAMBURG, BREMEN, COPENHAGEN AND OTHER  
SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.

M.S. "Siam" ... 15th Dec.  
M.S. "Panama" ... 23rd Dec.  
M.S. "Danmark" ... 31st Dec.  
M.S. "Java" ... 20th Jan.  
M.S. "Australia" ... 11th Feb.

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JOHN MANNERS & CO., LTD.

(MERCANTILE BANK BUILDING, Agents.)

### HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Dec. 2nd.

Barometer ... 29.55 30.03 30.00  
Temperature ... 73 65 72  
Humidity ... 87 80 73

Wind ... Direction ... E ... Calm ... E  
Force ... 3 ... B ... C  
Rain ... 0.00 0.00 0.00

Highest open-air Temperature, 1st: 77  
Lowest open-air Temperature, 2nd: 64

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

### HONG KONG TIDE TABLE.

From December 3rd to 9th, 1928.

HIGH WATER. LOW WATER.

Days of Week. Days of Month. Height. Days of Week. Days of Month. Height.

Mon. 3 m 31 7.5 m 8.43 1.5  
Tues. 4 m 1 30 8.8 m 9.43 1.9

Wed. 5 m 3 38 10.2 m 10.41 2.3  
Thurs. 6 m 4 48 11.5 m 11.30 2.5

Fri. 7 m 6 9 12.8 m 12.30 2.8  
Sat. 8 m 7 12 14.1 m 13.22 3.0

Sun. 9 m 8 11 15.4 m 14.14 3.1

30.5 31.1 31.7 32.3 32.9 33.5 34.1

34.7 35.3 35.9 36.5 37.1 37.7 38.3

38.9 39.5 40.1 40.7 41.3 41.9 42.5

43.1 43.7 44.3 44.9 45.5 46.1 46.7

47.3 47.9 48.5 49.1 49.7 50.3 50.9

51.5 52.1 52.7 53.3 53.9 54.5 55.1

55.7 56.3 56.9 57.5 58.1 58.7 59.3

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|                               |                         |         |
|-------------------------------|-------------------------|---------|
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| HONGKONG, PAKHOI & HAIPHONG   | "KUEKIANG" On 5th Dec.  | Noon    |
| SHANGHAI                      | "HUPPEE" On 5th Dec.    | 3 p.m.  |
| SWATOW & SHANGHAI             | "NINGHAI" On 6th Dec.   | Noon    |
| HONGKONG, SINGAPORE & BANGKOK | "KINGYUAN" On 6th Dec.  | Noon    |
| SHANGHAI                      | "CHINKIANG" On 7th Dec. | 3 p.m.  |
| SWATOW, SINGAPORE & TIENTSIN  | "SOOCHOW" On 8th Dec.   | 7 a.m.  |
| SHANGHAI & BANGKOK            | "LIANGCHOW" On 8th Dec. | 7 a.m.  |
| SWATOW & BANGKOK              | "KALAN" On 8th Dec.     | 8 p.m.  |
| AMOI, SWATOW & SINGAPORE      | "SUNHUI" On 9th Dec.    | 3 p.m.  |
| SHANGHAI                      | "YUNCHOW" On 10th Dec.  | Noon    |
| HONGKONG, SINGAPORE & BANGKOK | "KUNSHAN" On 12th Dec.  | 3 p.m.  |
| SWATOW & SHANGHAI             | "LINAN" On 13th Dec.    | Noon    |
| SWATOW, SHANGHAI & TIENTSIN   | "SUIYANG" On 14th Dec.  | 7 a.m.  |
| HONGKONG, PAKHOI & HAIPHONG   | "KIANGSU" On 15th Dec.  | 10 a.m. |
| SWATOW, PAKHOI & HAIPHONG     | "TEAN" On 16th Dec.     | 10 a.m. |
| WATWAI, CHIAO & TIENTSIN      | "HUICHOW" On 18th Dec.  | 4 p.m.  |
| WATWAI, CHIAO & TIENTSIN      | "KUEICHOW" On 20th Dec. | 4 p.m.  |

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| STEAMERS | Days from Hong Kong | Due to Sail         |
|----------|---------------------|---------------------|
| CHANGTIE | 7th December        | 14th December       |
| TAIPING  | 4th January, 1929   | 11th January, 1929  |
| CHANGTIE | 8th February, 1929  | 15th February, 1929 |
| TAIPING  | 8th March, 1929     | 15th March, 1929    |

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|                        |                |               |
|------------------------|----------------|---------------|
| S.S. "CITY OF CHESTER" | Via Suez Canal | 27th December |
| S.S. "RUMAEUS"         | ...            | 11th January  |
| S.S. "AUTOLYCHUS"      | ...            | 8th February  |

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| M.V. "ROYAL PRINCE"   | 31st December |

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| ANDRE LERON ... 18th Dec.                                                       | PORTHOS ... 4th Dec.               |
| PORTHOS ... 18th Dec.                                                           | ATHOS II ... 18th Dec.             |
| CHRONOSBAUX ... 1st Jan., 1929                                                  | D'ARTAGNAN ... 1st Jan., 1929      |
| ATHOS II ... 15th Jan.                                                          | SPHINX ... 15th Jan.               |
| D'ARTAGNAN ... 29th Jan.                                                        | G. METZINGER ... 29th Jan.         |
| SPHINX ... 12th Feb.                                                            | PAUL LEOAT ... 12th Feb.           |
| G. METZINGER ... 26th Feb.                                                      | ANDRE LERON ... 26th Feb.          |
| PAUL LEOAT ... 12th Mar.                                                        | CHRONOSBAUX ... 12th Mar.          |

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## Shipping News Arrivals and Departures, etc.

### ARRIVALS.

|                                                                                                                                                                                                     |                                                                                                                                                                                              |                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| November 30th.                                                                                                                                                                                      | December 1st.                                                                                                                                                                                | December 2nd.                                                                                                                            |
| Amoyan Maru, Japanese str., 2,303 tons, Capt. S. Tamura, from Kwanggen, with 5,470 tons of limestone, lying at Kowloon Bay.—M.B.K.                                                                  | Shan Chik, Chinese str., 1,251 tons, Capt. H. A. Johnson, from Saigon, which port she left on November 27th, with 1,700 tons of rice and general cargo, lying at buoy No. C43.—Chan Tong Ha. | Soochow, British str., 1,594 tons, Capt. McCulloch, from Swatow, with 400 tons of general cargo, lying at buoy No. B13.—B. & S.          |
| Apoey, British str., 1,776 tons, Capt. W. Anderson, from Kamfa, which port she left on November 28th, with 4,000 tons of coal, lying at buoy No. B55.—Wo Fat Shing.                                 | Trave, German str., 4,890 tons, Capt. E. Minssen, from Fochow, with a general cargo, lying at buoy No. A2.—Melchers & Co.                                                                    | Chak Sang, British str., 1,457 tons, Capt. Bishop, from Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co. |
| Acta Maru, Japanese str., 3,749 tons, Capt. Y. Katori, from Singapore, which port she left on November 25th, with 162 tons of general cargo, lying at buoy No. A84.—N.Y.K.                          | Hai Ching, British str., 1,267 tons, Capt. O. H. Farrer, from Fochow and Swatow, with 650 tons of general cargo, lying at Douglas Wharf.—Douglas S.S. Co.                                    | Malaya, Dec. 7th.                                                                                                                        |
| Chipping, British str., 1,115 tons, Capt. D. G. Burleigh, from Canton, lying at buoy No. C33. Jardine, Matheson & Co.                                                                               | Hupei, British str., 1,205 tons, Capt. Miley, from Swatow, with 300 tons of general cargo, lying at buoy No. C14.—B. & S.                                                                    | Mantua, Dec. 7th.                                                                                                                        |
| Karmala, British str., 5,679 tons, Capt. O. Siggers, from Shanghai, which port she left on November 28th, with 30 tons of general cargo, lying at buoy No. A1.—Mackinnon, Mackenzie & Co.           | Karper, German str., 2,953 tons, Capt. F. Denzin, from Mikke, which port she left on November 27th, with 2,000 tons of case oil, lying at buoy No. A30.—Melchers & Co.                       | Traveller, Dec. 5th.                                                                                                                     |
| Noriken, Norwegian str., 1,779 tons, Capt. R. Jensen, from Bangkok, which port she left on November 19th, with 2,600 tons of rice and 4 tons of general cargo, lying at buoy No. B21.—Wallace & Co. | Kut Sang, British str., 3,643 tons, Capt. V. McC. Liddell, from Calcutta and Straits, with 2,420 tons of general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.                      | Malaya, Dec. 7th.                                                                                                                        |
| Pronto, Norwegian str., 1,233 tons, Capt. A. Anderson, from Bangkok, which port she left on November 22nd, with 2,394 tons of rice, lying at buoy No. C39.—K. Larsen & Co.                          | Limchow, French str., 1,416 tons, Capt. Morganti, from Canton, lying at buoy No. C35.—Sing Kee Co.                                                                                           | Mantua, Dec. 7th.                                                                                                                        |
| Shunko Maru, Japanese str., 5,027 tons, Capt. T. Torokii, from Singapore, which port she left on November 21st, with 123 tons of general cargo, lying at buoy No. A23.—O.S.K.                       | Luchow, British str., 1,221 tons, Capt. C. H. Jones, from Canton, lying at buoy No. C37.—B. & S.                                                                                             | Traveller, Dec. 5th.                                                                                                                     |
| Suma Maru, Japanese str., 1,843 tons, Capt. K. Anakaw, from Yokohama, which port she left on November 24th, with 2,917 tons of coal, lying at buoy No. B30.—M.B.K.                                  | Sewater, British str., 4,030 tons, Capt. S. Forsythe, from Manila, which port she left on November 28th, with a general cargo, lying at Wandai Anchorage.—Bank Line.                         | Malaya, Dec. 7th.                                                                                                                        |
| December 1st.                                                                                                                                                                                       | Tomiura Maru, Japanese str., 2,340 tons, Capt. K. Miyata, from Shanghai, which port she left on November 28th, with 880 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.                | Mantua, Dec. 7th.                                                                                                                        |
| Hintang, Danish str., 1,723 tons, Capt. V. L. Reister, from Hoihow, with 2,670 tons of general cargo, lying at buoy No. C42.—John Manners.                                                          | Traveller, British str., 2,876 tons, Capt. A. Salway, from Singapore, which port she left on November 28th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.         | Malaya, Dec. 7th.                                                                                                                        |
| Chenonceaux, French str., 8,379 tons, Capt. M. Clarice, from Saigon, which port she left on November 28th, with 123 tons of general cargo, lying at Kowloon Wharf.—Messageries Maritimes.           | Yendai Maru, Japanese str., 2,069 tons, Capt. T. Kaneko, from Dairen, which port she left on November 28th, with a general cargo, lying at buoy No. A25.—M.B.K.                              | Malaya, Dec. 7th.                                                                                                                        |
| Hankajell, Norwegian str., 1,428 tons, Capt. Ellis Fransen, from Chinwangtao, which port she left on November 28th, with a general cargo, lying at Laichikok.—Doddwell & Co.                        |                                                                                                                                                                                              | Malaya, Dec. 7th.                                                                                                                        |
| Hydrangea, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chiu On Wharf.—Chiu On S.S. Co.                                                                     |                                                                                                                                                                                              | Malaya, Dec. 7th.                                                                                                                        |
| Kingman, British str., 1,546 tons, Capt. D. H. Warbin, from Hoihow, with 1,490 tons of general cargo, lying at buoy No. B13.—B. & S.                                                                |                                                                                                                                                                                              | Malaya, Dec. 7th.                                                                                                                        |
| Menado Maru, Japanese str., 1,285 tons, Capt. S. Ama, from Haiphong, with 357 tons of general cargo, lying at O.S.K. Wharf.—O.S.K.                                                                  |                                                                                                                                                                                              | Malaya, Dec. 7th.                                                                                                                        |
| Poa Tye, Chinese str., 745 tons, Capt. Lo Shing, from Kwang Chow Wan, with 400 tons of general cargo, lying at buoy No. C41.—Po Cheong Co.                                                          |                                                                                                                                                                                              | Malaya, Dec. 7th.                                                                                                                        |

### SUNRISE AND SUNSET.

|           | Sunrise.  | Sunset.   |
|-----------|-----------|-----------|
| To-day    | 6.48 a.m. | 5.39 p.m. |
| Tomorrow  | 6.49 ..   | 5.39 ..   |
| Wednesday | 6.49 ..   | 5.39 ..   |

### CLEARANCES.

|                                |                          |
|--------------------------------|--------------------------|
| December 1st.                  | December 2nd.            |
| Anking, for Amoy.              | Chak Sang, for Canton.   |
| Chenonceaux, for Shanghai.     | Henkefeld, for Canton.   |
| Chung On, for Shanghai.        | Henkefeld, for Swatow.   |
| Chip Shing, for Tientsin.      | Henkefeld, for Hoihow.   |
| Yao Shing, for Swatow.         | Henkefeld, for Shanghai. |
| Huan Maru, for Swatow.         | Henkefeld, for Macao.    |
| Han Yang, for Swatow.          | Henkefeld, for Hongkong. |
| Karmala, for Singapore.        | Henkefeld, for Hongkong. |
| Francis Garnier, for Haiphong. | Henkefeld, for Hongkong. |
| Imatzen, for Berau.            | Henkefeld, for Hongkong. |
| Shin Hing, for Macao.          | Henkefeld, for Hongkong. |
| Shunko Maru, for Kobe.         | Henkefeld, for Hongkong. |
| Soochow, for Canton.           | Henkefeld, for Hongkong. |
| Tenshin Maru, for Hongkong.    | Henkefeld, for Hongkong. |
| Tai Shan, for Shanghai.        | Henkefeld, for Hongkong. |
| Trave, for Singapore.          | Henkefeld, for Hongkong. |
| Vestland, for Canton.          | Henkefeld, for Hongkong. |

### VESSELS EXPECTED.

|                               |                                      |                      |
|-------------------------------|--------------------------------------|----------------------|
| Messageries Maritimes.        | Norddeutscher Lloyd, Bremen.         | Prinze Line.         |
| Andre Lebon, to-morrow.       | Franchen, December 11th.             | Malaya, Dec. 7th.    |
| Portos, to-morrow.            | Hemsheld, Dec. 15th.                 | Mantua, Dec. 7th.    |
| Athos II., December 18th.     | Fulda, Dec. 18th.                    | Traveller, Dec. 5th. |
| Chenonceaux, January 1st.     | Main, Dec. 22nd.                     | Malaya, Dec. 7th.    |
| Sphinx, January 15th.         | Traveller, Jan. 13th.                | Mantua, Dec. 7th.    |
| General Meisinger, Jan. 29th. | Order, January 30th.                 | Traveller, Dec. 5th. |
| Paul Lee, February 15th.      | Peninsular and Oriental.             | Malaya, Dec. 7th.    |
|                               | Traveller, to-day.                   | Mantua, Dec. 7th.    |
|                               | Jeppore, Dec. 5th.                   | Traveller, Dec. 5th. |
|                               | Malaya, Dec. 7th.                    | Malaya, Dec. 7th.    |
|                               | Mantua, Dec. 7th.                    | Traveller, Dec. 5th. |
|                               | Traveller, December 5th.             | Malaya, Dec. 7th.    |
|                               | Kashmir, Dec. 15th.                  | Mantua, Dec. 7th.    |
|                               | Kalyan, Dec. 21st.                   | Traveller, Dec. 5th. |
|                               | Naldera, December 22nd.              | Malaya, Dec. 7th.    |
|                               | Morea, January 4th.                  | Mantua, Dec. 7th.    |
|                               | Kashgar, January 18th.               | Traveller, Dec. 5th. |
|                               | Padua, January 18th.                 | Malaya, Dec. 7th.    |
|                               | Macedonia, February 1st.             | Mantua, Dec. 7th.    |
|                               | Rhyber, March 7th.                   | Traveller, Dec. 5th. |
|                               | Karmala, March 21st.                 | Malaya, Dec. 7th.    |
|                               | Prinze Line.                         | Mantua, Dec. 7th.    |
|                               | Malaya, to-morrow.                   | Traveller, Dec. 5th. |
|                               | Royal Prince, December 31st.         | Malaya, Dec. 7th.    |
|                               | Swedish East Asiatic Co., Ltd.       | Mantua, Dec. 7th.    |
|                               | Nanking, to-morrow.                  | Traveller, Dec. 5th. |
|                               | Delhi, December 19th.                | Malaya, Dec. 7th.    |
|                               | Ceylon, Dec. 24th.                   | Mantua, Dec. 7th.    |
|                               | Will. Wilhelmsen, Oslo.              | Traveller, Dec. 5th. |
|                               | Norwegian Africa and Australia Line. | Malaya, Dec. 7th.    |
|                               | Kena, December 5th.                  | Mantua, Dec. 7th.    |
|                               | Bena, December 22nd.                 | Traveller, Dec. 5th. |
|                               | Thalatta, January 10th.              | Malaya, Dec. 7th.    |
|                               | Tennetee, January 30th.              | Mantua, Dec. 7th.    |

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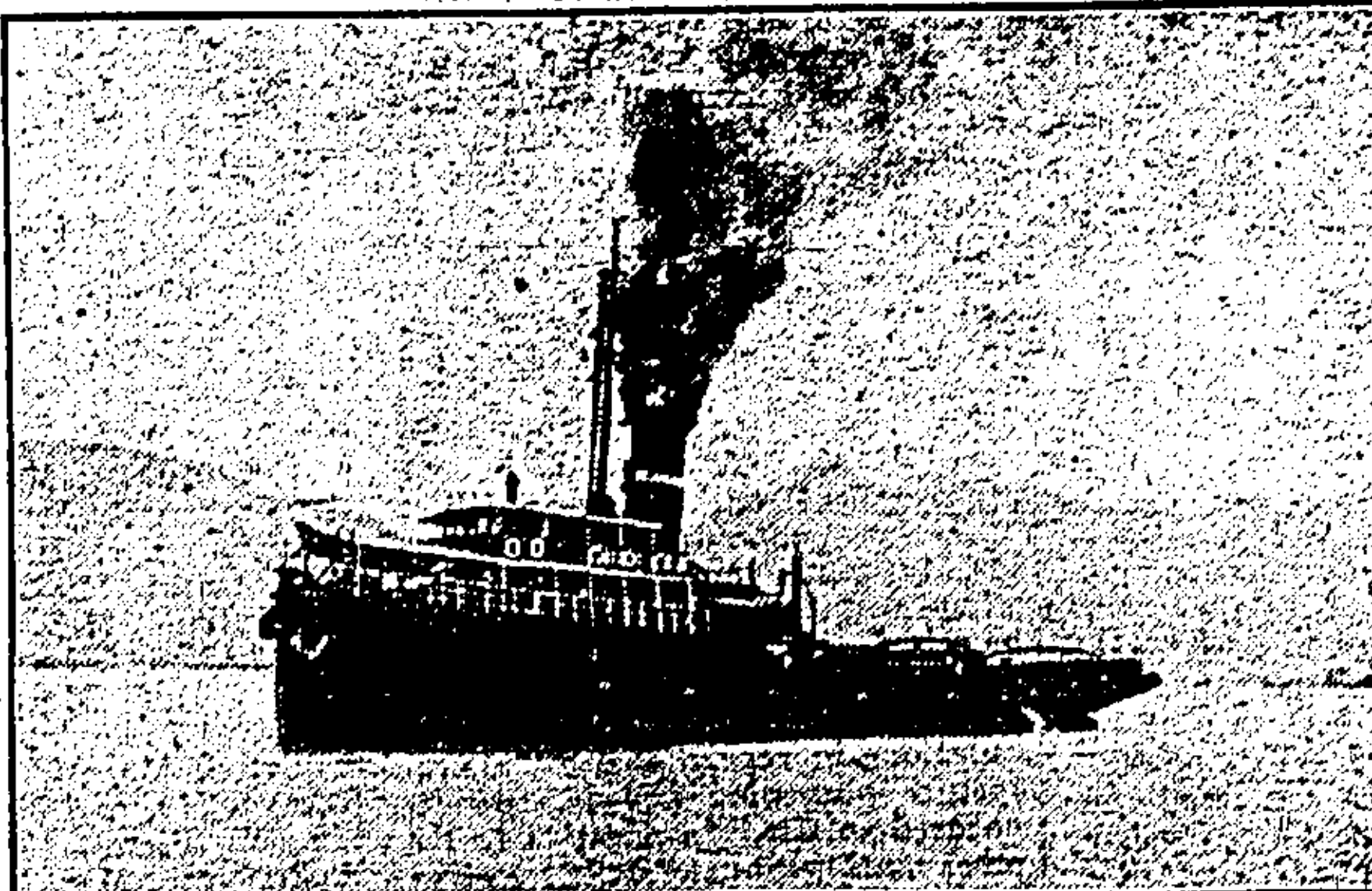
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| To                                    | Steamer                                                 | Date                                                                                                              |
|---------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| TSINGTAU via SWATOW & SHANGHAI        | "HOFSANG" ... "HANGSANG" ... "YATSHING" ... "KWONGSANG" | Wed., 5th Dec., at 7 a.m.<br>Sun., 9th Dec., at 7 a.m.<br>Tues., 11th Dec., at Noon<br>Sun., 16th Dec., at 7 a.m. |
| OSAKA via MOJI & KOBE                 | "KUTSANG"                                               | Tues., 4th Dec., at 7 a.m.                                                                                        |
| OSAKA via AMOI, SHANGHAI, MOJI & KOBE | "NAMSANG"                                               | Satur., 15th Dec., at 7 a.m.                                                                                      |
| STRAITS & CALOUTTA                    | "YUENSANG" ... "HOSANG"                                 | Fri., 7th Dec., at 3 p.m.<br>Fri., 14th Dec., at 3 p.m.                                                           |
| SANDAKAN                              | "MAUSANG"                                               | Thurs., 13th Dec., at Noon                                                                                        |
| CANTON                                | "YATSHING"                                              | Wed., 5th Dec., at 9 p.m.                                                                                         |
| TIENTSIN                              | "CHEONGSING"                                            | Sun., 16th Dec., at 4 p.m.                                                                                        |

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|                           |          |                 |
|---------------------------|----------|-----------------|
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| Steamship "GLENIFFER"     | via Oran | 9th Jan., 1929  |
| Steamship "GLENHANE"      | via Oran | 6th Feb.        |
| Steamship "CARDIGANSHIRE" | via Oran | 8th March, 1929 |

To SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOK.

|                            |                 |
|----------------------------|-----------------|
| Steamship "CARMARTHENSIRE" | 18th Dec.       |
| Steamship "GLENSEANE"      | 31st Dec.       |
| Motor Vessel "GLENOGLE"    | 7th Jan., 1929  |
| Steamship "CARDIGANSHIRE"  | 31st Jan., 1929 |

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|----------------------------|---------------------|
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| Freight M.S. "Koenigsberg" | departure 27th Dec. |
| Pass. M.S. "FULDA"         | departure 19th Jan. |

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|-------------|---------|--------------------|---------|

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|----------|-----------------------------------|
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| HAINING  | Friday, the 7th Dec., at 3 p.m.   |
| HAIYANG  | Tuesday, the 11th Dec., at 2 p.m. |

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## SAILINGS 1928-1929.

| STRAINS.          | Hong Kong | Shanghai | Kobe    | Yokohama | Vancouver |
|-------------------|-----------|----------|---------|----------|-----------|
| EMPEROR OF RUSSIA | Jan. 9    | Jan. 13  | Jan. 15 | Jan. 17  | Jan. 26   |
| EMPEROR OF ASIA   | Jan. 23   | Jan. 27  | Jan. 29 | Jan. 31  | Feb. 9    |
| EMPEROR OF FRANCE | Feb. 6    | Feb. 10  | Feb. 12 | Feb. 14  | Feb. 23   |
| EMPEROR OF RUSSIA | Mar. 6    | Mar. 10  | Mar. 12 | Mar. 14  | Mar. 23   |
| EMPEROR OF ASIA   | Mar. 20   | Mar. 24  | Mar. 26 | Mar. 28  | Mar. 37   |
| EMPEROR OF FRANCE | Apr. 10   | Apr. 14  | Apr. 16 | Apr. 18  | Apr. 27   |
| EMPEROR OF RUSSIA | May 1     | May 5    | May 7   | May 9    | May 18    |
| EMPEROR OF ASIA   | May 15    | May 19   | May 21  | May 23   | May 32    |
| EMPEROR OF FRANCE | Jun. 5    | Jun. 9   | Jun. 11 | Jun. 13  | Jun. 22   |
| EMPEROR OF RUSSIA | Jun. 19   | Jun. 23  | Jun. 25 | Jun. 27  | Jul. 6    |
| EMPEROR OF ASIA   | Jul. 3    | Jul. 7   | Jul. 9  | Jul. 11  | Jul. 20   |

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| Leave     | Arrive  | Leave             | Arrive    |
|-----------|---------|-------------------|-----------|
| Hong Kong | Manila  | Manila            | Hong Kong |
| Dec. 21   | Dec. 23 | EMPRESS OF ASIA   | Dec. 24   |
| Jan. 11   | Jan. 13 | EMPRESS OF FRANCE | Jan. 13   |

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SIBERIA MARU ... Tuesday, 11th Dec.

TENYO MARU ... Wednesday, 23rd Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo &amp; Suez.

KAMO MARU ... Saturday, 15th Dec.

KATORI MARU ... Saturday, 29th Dec.

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

SADO MARU ... Wednesday, 19th Dec.

AKI MARU ... Wednesday, 23rd Jan.

BOMBAY via Singapore, Penang &amp; Colombo.

MURORAN MARU ... Thursday, 13th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINGO MARU ... Tuesday, 18th Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town &amp; Ports.

WAKASA MARU ... Saturday, 8th Dec.

NEW YORK and BOSTON via PANAMA.

+ ASUKA MARU ... Wednesday, 12th Dec.

+ TAKAOKA MARU ... Thursday, 27th Dec.

LIVERPOOL via Port Said, Genoa &amp; Marseilles.

+ DAKAR MARU ... Friday, 21st Dec.

CALCUTTA via Singapore, Penang &amp; Rangoon.

+ OYELON MARU ... Monday, 10th Dec.

+ MORIOKA MARU ... Sunday, 16th Dec.

SHANGHAI, KOBE &amp; YOKOHAMA.

+ TOKUSHIMA MARU (omit S'hai) ... Friday, 7th Dec.

+ BENGAL MARU ... Saturday, 8th Dec.

+ KASHIMA MARU ... Monday, 10th Dec.

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## Shipping News

Week-End Statement. Waterfront  
News. Vessels Expected, etc.WEEK-END FREIGHT  
RETURNS.EXCEPTIONALLY GOOD  
CARGO TOTALS.HEAVY JAPANESE CONTRI-  
BUTIONS.

The general cargo returns for the week-end were exceptionally high: both local imports and through freights being above average. Japanese vessels were outstanding as heavy cargo carriers. Forty arrivals and forty-one departures were shown, of which thirteen arrivals and fifteen departures were British ships. Ten Japanese arrivals and eleven departures were also shown. British contributions to the general cargo returns were only fair.

## Saturday's Statement.

Twenty-four arrivals and eighteen departures for the 24 hours ended at 9 a.m. on Saturday showed very heavy cargo returns for both imports and through cargo. Six British arrivals and five departures were shown, against eight Japanese arrivals and six departures. Japanese vessels were best through carriers.

Twenty vessels discharged merchandise for this port amounting to 24,241 tons, of which only 1,610 tons were discharged from three British ships. The best returns were from the s.s. *Wabasha* (German) with 6,869 tons of kerosene; and the s.s. *Norriken* (Norwegian) with 2,994 tons of rice from Saigon.

Through freights were very good and amounted to 33,799 tons. Four British vessels carried 9,039 tons. The best carrier was the s.s. *Durban Maru* (Japanese) with 9,766 tons of general cargo from Liverpool and Singapore. The s.s. *Genoa Maru* was next best with 6,693 tons from Calcutta and Singapore; while the best British carrier was the s.s. *Karmala* with 5,738 tons from Yokohama and Shanghai.

## Yesterday's Figures.

The general cargo returns for the period ending at 9 a.m. yesterday showed an increase for the local imports, but less through cargo. Sixteen arrivals and twenty-three departures were shown, of which seven arrivals and ten departures were British vessels.

Local imports discharged from fifteen vessels amounted to 28,123 tons, six British ships contributing 9,992 tons. The two best returns were from the s.s. *Amagisan Maru* (Japanese) with 5,470 tons of limestone from Haiphong and Kwong Yuen; and the s.s. *Tjinkini* (Dutch) with 4,500 tons of sugar and general cargo from Batavia. The best British carrier, the s.s. *Apocry*, had 4,000 tons of coal from Port Kaituma.

Through freights amounted to 17,730 tons. Of the nine carriers four were British contributing 1,298 tons. The two best carriers were the s.s. *Karpyan* (German) with 5,000 tons of case oil from Port Arthur and Mike; and the s.s. *President Harrison* (U.S.A.) with 4,836 tons of general cargo from San Francisco and Shanghai.

## Details Of Freights.

The total of the two day's freights for Hong Kong amounted 50,377 tons, of which 3,672 tons were contributed by British ships. Through freights amounted to 56,529 tons, and 10,318 tons were carried by British ships.

(Continued on next Column).

DAILY WATERFRONT  
NEWS.

TWO NEWCOMERS.

DETAILS OF THE "BEN-  
CRUACHAN."

[BY LONGSHOREMAN.]

Listed amongst the arrivals on Saturday was the s.s. *Bencruachan* (British) from London and Singapore. This is a new Ben Line vessel and was paying her first visit to the port. The ship is owned by Messrs. W. Thomson & Co., Ltd., of Leith, and Messrs. Gibb Livingstone & Company are the local agents. The vessel is not yet posted in Lloyd's Register, having been completed only this year. She was built by Messrs. C. Connell & Co. of Glasgow with a deck tonnage of 5,523 tons. Her net tonnage is 3,750 tons. She is a steel screw steamer with engines by Messrs. D. Rowan & Co., Ltd., of Glasgow. Her dimensions are Length 429 feet, Beam 53.9 feet and Depth 30 feet. Captain A. McCordquodale is in command and the crew consists of 43, including 20 Britishers.

## A German Arrival.

The s.s. *Karpyan* (German) which arrived yesterday also made her first visit to the port. She was built in 1922 by Messrs. Deutsche Werke A. G. of Kiel for Messrs. Hanseatische Reederei Akt. Ser. Messrs. Melchers are the local agents. Her net tonnage is 2,935 tons while her dimensions are Length 401.6 feet, Beam 34.4 feet and Depth 24.8 feet. The vessel carried 7,000 tons of case oil from Port Arthur and Mike of which 2,000 tons were discharged at Hong Kong. Captain T. Denzin is in command with a crew of 43 Europeans.

## Wreckage Of A Junk.

A notification posted at the Harbour yesterday states that the wreckage of a junk was sighted at 4 p.m. on November 29th by the master of the s.s. *Hirani* (Norwegian) in Lat. 19° 40' N. and Long. 113° 40' E. The wreckage is considered dangerous to navigation.

## Asiatic Deck Passengers.

Twenty-one vessels brought 1,379 Asiatic deck passengers to the Colony during the week-end.

## SHIPPING MOVEMENTS.

The E. & A. Co.'s s.s. *St. Albans* left Manila for Hong Kong on the 30th ult., with the outward Australia mails, and is due here this (Monday) morning.

The P. & O. s.s. *Jeppore* left Moji for Hong Kong on the 30th ult. at 6 p.m., and is due here on the 31st inst., at about noon.

## Arrivals And Departures.

The arrivals and departures during the period under review were as follows:—

|           | Arr. | Dep. |
|-----------|------|------|
| British   | 13   | 13   |
| French    | 2    | 4    |
| German    | 2    | 2    |
| Norwegian | 3    | 2    |
| Japanese  | 10   | 11   |
| Chinese   | 7    | 4    |
| American  | 1    | 2    |
| Danish    | 1    | 0    |
| Dutch     | 1    | 1    |
| Total     | 40   | 41   |

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## UNITED KINGDOM &amp; CONTINENT

|                  |                                        |              |
|------------------|----------------------------------------|--------------|
| "CITY OF MOBILE" | London, Rotterdam, Amsterdam & Hamburg | 8th December |
| "CITY OF LAHORE" | London, Rotterdam, Amsterdam & Hamburg | 8th January  |
| "CITY OF MADRAS" | London, Rotterdam, Amsterdam & Hamburg | 8th February |

\* Passenger Steamer—Fares to London—1st Class £30; 2nd Class £25.

## NEW YORK, BOSTON &amp; BALTIMORE

"CITY OF CHESTER" ... via Suez Canal ... 27th December

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"LEVERBANK" ... via Suez Canal ... 11th January

## MAURITIUS &amp; SOUTH AFRICA

"TINHOW" ... 9th December

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GREEK, LEBANTINE PORTS, EUROPE, ETC.  
PENINSULAR AND ORIENTAL, FORNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| Steamship   | Tons   | From<br>Hongkong<br>(about) | Destination                        |
|-------------|--------|-----------------------------|------------------------------------|
| "JEYPORE"   | 5,318  | 8th Dec. (Mars.)            | L'don, Hull, A'werp, R'dam, H'burg |
| "MALWA"     | 10,946 | 8th Dec.                    | Bombay, Marseilles and London.     |
| "KASHMIR"   | 8,985  | 15th Dec.                   | Bombay, Marseilles and London.     |
| "NALDERA"   | 16,083 | 22nd Dec.                   | Bombay, Marseilles and London.     |
| "MANTUA"    | 10,943 | 5th Jan., 1929              | do                                 |
| "KALYAN"    | 9,144  | 12th Jan., "                | Marseilles, London and Hull.       |
| "MOREA"     | 10,953 | 19th Jan., "                | Bombay, Marseilles and London.     |
| "KASHGAR"   | 9,935  | 26th Jan., "                | Marseilles, London and Hull.       |
| "MAORONIA"  | 11,130 | 16th Feb., "                | Marseilles and London.             |
| "PADUA"     | 5,907  | 9th Mar., "                 | Mars., L'don, A'werp, R'dam, H'bg  |
| "KHIVA"     | 9,145  | 16th Mar., "                | Marseilles, London and Hull.       |
| "KHYBER"    | 9,114  | 23rd Mar., "                | do                                 |
| "MALWA"     | 10,980 | 30th Mar., "                | Marseilles & London.               |
| "NALDERA"   | 16,083 | 13th Apr., "                | S'hai, Mars., & London.            |
| "KARMALA"   | 9,129  | 20th Apr., "                | Marseilles and London.             |
| "MANTUA"    | 10,943 | 27th Apr., "                | Bombay, Marseilles and London.     |
| "KASHMIR"   | 8,985  | 11th May, "                 | Marseilles and London.             |
| "MOREA"     | 10,953 | 18th May, "                 | Bombay, Marseilles and London.     |
| "KALYAN"    | 9,144  | 25th June, "                | Marseilles and London.             |
| "RAJPUTANA" | 16,568 | 22nd June, "                | Bombay, Marseilles & L'don.        |

\* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Con-  
stantinople, Fiume, Smyrna, and other Levant Ports by steamers of the  
Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

| Steamship | Tons   | From<br>Hongkong<br>(about) | Destination                |
|-----------|--------|-----------------------------|----------------------------|
| "TAKADA"  | 6,849  | 12th Dec.                   | Singapore, Penang & Ceylon |
| "TAKAMBA" | 8,013  | 21st Dec.                   | do                         |
| "TAKMA"   | 10,030 | 5th Jan., 1929              | do                         |
| "TANTHA"  | 7,754  | 21st Jan., "                | do                         |
| "TILAWA"  | 10,008 | 5th Feb., "                 | do                         |

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd  
class passengers. All steamers are fitted with wireless and carry  
a qualified surgeon.

## EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

| Steamship    | Tons  | From<br>Hongkong<br>(about) | Destination                |
|--------------|-------|-----------------------------|----------------------------|
| "ST. ALBANS" | 4,500 | 23rd Dec.                   | Manila, Sandakan, Thursday |
| "ARAFURA"    | 6,000 | 1st Feb., 1929              | Manila, Sandakan, Thursday |
| "TANDA"      | 6,856 | 1st Mar., "                 | Manila, Sandakan, Thursday |

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.  
The E. & A. S.S. Co. Ltd. steamers will also call at Shanghai, H'kong, Cebu,  
Kobayashi, Tawau, Timor, Durian, or other ports en route as indicated  
ment offers.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand  
Yamouco, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via  
Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

| Steamship    | Tons   | From<br>Hongkong<br>(about) | Destination                   |
|--------------|--------|-----------------------------|-------------------------------|
| "TRELAWNY"   | 4,500  | 4th Dec.                    | S'hai, Moji, Kobe & Yokohama. |
| "ST. ALBANS" | 4,500  | 4th Dec.                    | Moji, Kobe, Osaka & Yokohama. |
| "MANTUA"     | 10,946 | 7th Dec.                    | S'hai, Moji, Kobe & Yokohama. |
| "TRESILLIAN" | 9,144  | 9th Dec.                    | S'hai, Moji, Kobe & Yokohama. |
| "TALMA"      | 10,000 | 14th Dec.                   | Moji, Kobe & Osaka.           |
| "GAGANA"     | 5,281  | 19th Dec.                   | Moji, Kobe & Osaka.           |
| "KALYAN"     | 9,144  | 21st Dec.                   | S'hai, Moji, Kobe & Yokohama. |
| "SANTIA"     | 7,754  | 22nd Dec.                   | Moji, Kobe, Osaka & Y'hama.   |
| "MOREA"      | 10,953 | 28th Dec.                   | Moji, Kobe, Osaka & Y'hama.   |
| "ARAFURA"    | 6,000  | 8th Jan., 1929              | Moji, Kobe, Osaka & Y'hama.   |
| "TILAWA"     | 10,008 | 13th Jan., "                | Moji, Kobe, Osaka & Y'hama.   |
| "KASHGAR"    | 9,935  | 18th Jan., "                | Moji, Kobe, Osaka & Y'hama.   |
| "PADUA"      | 5,907  | 18th Jan., "                | S'hai, Moji, Kobe & Yokohama. |
| "TAKIWA"     | 7,931  | 20th Jan., "                | do                            |
| "TAKADA"     | 6,849  | 23rd Jan., "                | Moji, Kobe & Osaka.           |
| "MACDONIA"   | 11,140 | 1st Feb.                    | S'hai, Moji, Kobe & Yokohama. |
| "TANDA"      | 6,856  | 8th Feb.                    | Moji, Kobe, Osaka & Y'hama.   |
| "TAKAMBA"    | 8,013  | 15th Feb.                   | Moji, Kobe, Osaka & Y'hama.   |
| "KHIVA"      | 9,135  | 15th Feb.                   | Moji, Kobe, Osaka & Y'hama.   |
| "TALMA"      | 10,000 | 16th Feb.                   | Moji, Kobe, Osaka & Y'hama.   |
| "MALWA"      | 10,988 | 1st Mar., "                 | S'hai, Moji, Kobe & Yokohama. |
| "KHYBER"     | 9,114  | 8th Mar., "                 | Shanghai.                     |
| "NALDERA"    | 16,088 | 15th Mar., "                | Shanghai, Kobe & Yokohama.    |
| "KARMALA"    | 9,128  | 22nd Mar., "                | S'hai, Moji, Kobe & Yokohama. |
| "MANTUA"     | 10,943 | 29th Mar., "                | S'hai, Moji, Kobe & Yokohama. |
| "KASHMIR"    | 8,985  | 12th Apr., "                | S'hai, Moji, Kobe & Yokohama. |
| "MOREA"      | 10,953 | 19th Apr., "                | S'hai, Moji, Kobe & Yokohama. |
| "KALYAN"     | 9,144  | 19th May, "                 | S'hai, Moji, Kobe & Yokohama. |
| "RAJPUTANA"  | 16,563 | 24th May, "                 | Shanghai, Kobe & Yokohama.    |

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
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| M.V.      | Destination | Departure     |
|-----------|-------------|---------------|
| "NANKING" | London      | 4th December  |
| "DELHI"   | London      | 19th December |
| "CEYLON"  | London      | 29th January  |

FOR SHANGHAI



